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THE AMERICAN ELEVATOR AND GRAIN TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

One Dollar Per Annum
SINGLE COPIES, TEN CENTS

VOL. XXXVII

431 South Dearborn St., Chicago, Ill., December 15, 1918

NO. 6

YOUR CONSIGNMENTS
RECEIVE A WELCOME
WHICH PROTECTS
YOUR VERY OBJECT

MCKENNA & RODGERS

GRAIN

60 BOARD OF TRADE

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OUR EARNEST APPEAL
ASSURES A GOOD DEAL

**SIMONS, DAY
& CO.**

GRAIN,
PROVISIONS,
STOCKS,
BONDS.

We solicit consignments and offers of
cash grain, also future delivery orders
on all exchanges.

322 Postal Telegraph Bldg.

CHICAGO

Direct Private Wires to New York and Illinois and Iowa Points

Established 1877

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GRAIN and HAY

We Solicit Your Consignments

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**Buyers
OF**

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AND

**Timothy
Seed**

Mail Samples for Top Market Bids

**Milwaukee
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MILWAUKEE, WIS.

THE ILLINOIS SEED CO.
GRASS SEEDS FIELD

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Ask for Samples

Mail Samples for Bids

TIMOTHY, CLOVERS, ALSIKE, ALFALFA, MILLETS, RED-
TOP, BLUEGRASS, SEED GRAIN, GRAIN BAGS, Etc.

Carlisle Commission Co.

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Hay and Alfalfa Meal Products

736-738-746 Live Stock Exchange Building
KANSAS CITY, MISSOURI

(The World's Greatest Hay Market)

If you have Hay we want it—if you want Hay we have it. We have un-
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consignment. Kansas City handling charges the lowest, service the best.

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Grain Cotton
Members New York Stock Exchange
Members New York Cotton Exchange
Members Chicago Board of Trade
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LETTER

Established 32 Years

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Courteen Seed Co.

MILWAUKEE, WISCONSIN

**CLOVER and TIMOTHY
SEEDS**

SPECIAL PRICES ON GRAIN BAGS

Write Us When Interested



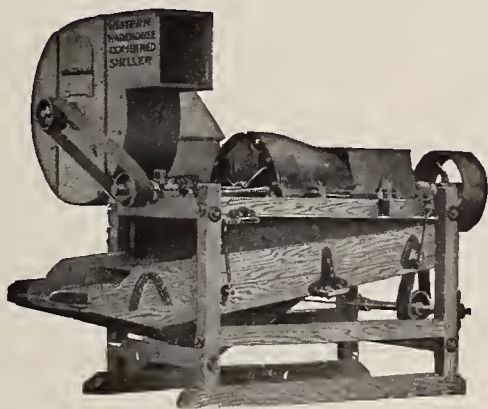
"Peace on earth, good will toward men"



The approaching holiday season affords an opportunity to express here the pleasure we derive from our business relations with you and on behalf of our entire organization, we wish you and yours a merry Christmas and with the sincere wish that your devotion to our Country's many calls may bring you increasing pride, prosperity and happiness in the years to come.

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

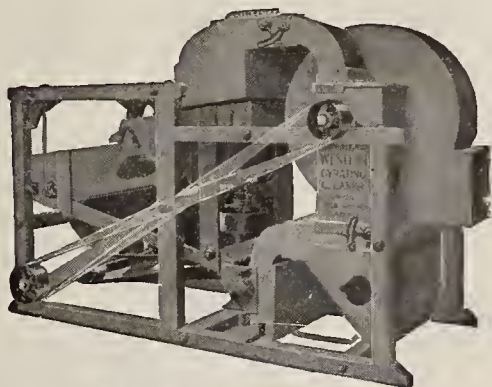
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"Western" Warehouse Combined Sheller



"Western" Rolling Corn Screen Cleaner



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Exceptional Strength Combined
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is a big asset in grain elevators. It has won unusual favor because it gives unusual satisfaction.

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Grown at
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The American (Midget) Marvel Mill can be installed in small space,
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Owners of this wonderful mill are entitled to market their flour
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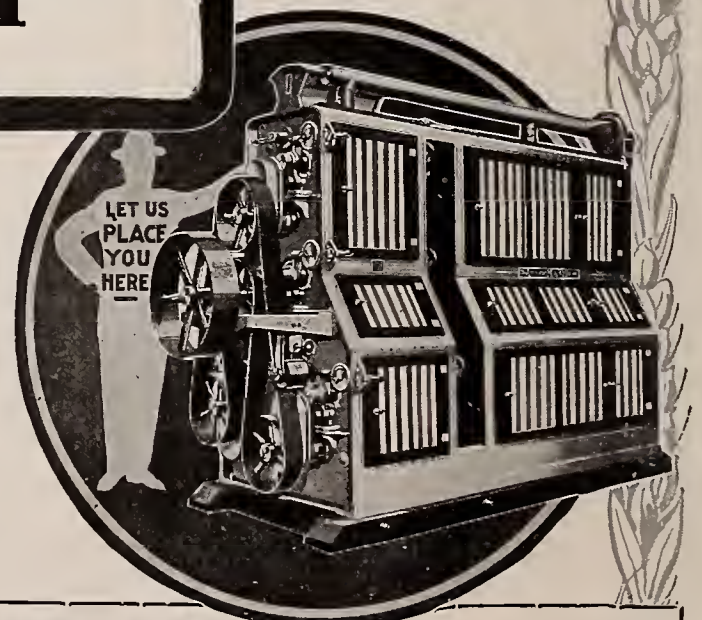
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This Mill Will
Get You the
Grain Business
of Your
Community.

It Will Be Your
Greatest Aid in
Solving the
Problem of
Competition.

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Over 1,300 in
Successful
Operation
Throughout
the U. S.



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Business

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Buy the Farmer's Grain—Sell Him Sucrene Feeds

Under the stress of high grain prices farmers generally have adopted the policy of selling their grain and buying Sucrene Feeds for their live stock.

Many grain dealers are taking advantage of this change in feeding method to find it brings them profits they never had before. Of 1,100 grain dealers who built elevators last year, over 400 built large feed warehouses in connection with them, carrying large stocks of ready mixed feeds to supply the demand of farmers whose grain they bought.

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Because they are not merely fall and winter sellers, but all year 'round sellers—no left-over stocks.

Because they are distinctive among mixed feeds in being a complete line of correctly balanced, highly palatable, guaranteed quality rations for all live stock and poultry.

Because dairymen and stock feeders find these feeds more economical to buy and more profitable to feed than ordinary rations.

Because the name "Sucrene" has been made familiar to dairy men and stock raisers through continuous large space advertising and through 18 years' steadily growing popularity among leaders in the live stock business.

The Sucrene Line Includes:

Sucrene Dairy Feed
Sucrene Calf Meal
Sucrene Hog Meal
Sucrene Poultry Mash
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Sucrene Scratch Feeds
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steers)
Amco Dairy Feed (25%
Protein)

We co-operate closely and aggressively with dealers through our salesmen.

We supply you with attractive literature on all Sucrene Feeds for free distribution among your farmer customers. Now is the time to push Sucrene Feeds. Take advantage of the new conditions to establish your permanent leadership in the feed trade.

American Milling Company

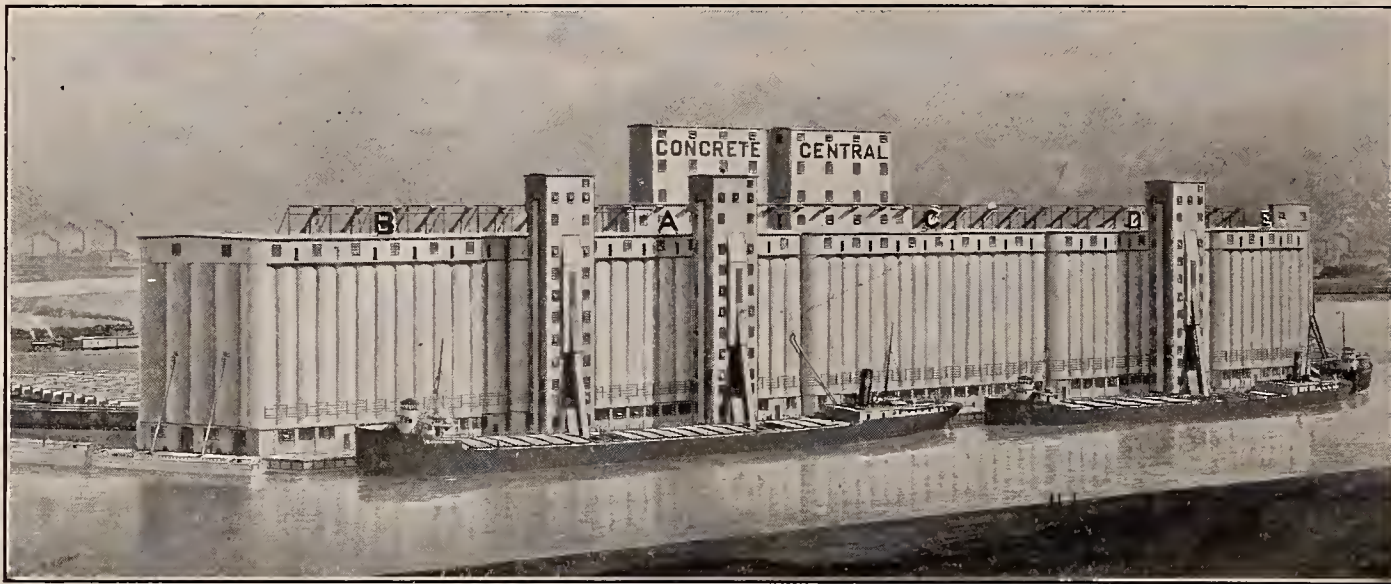
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Peoria, Illinois

Branches: Syracuse, N. Y., Philadelphia, Pa., Boston, Mass.,
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consignments
of grain for
merchandising.

Have ample
storing,
sacking and
shipping
facilities.



CONCRETE-CENTRAL ELEVATOR, CAPACITY 4,500,000 BUSHEL

THESE "MONARCH ELEVATORS" make it possible to handle expeditiously and economically Buffalo's 200,000,000-bushel Grain Business.

Houses of "Monarch" construction are excelled by none in design, arrangement, and economy of operation.

Other "MONARCH" Elevators in Buffalo and Vicinity

**Wheeler
Monarch
Connecting Terminal**

**Kellogg
Buffalo Cereal Co.**

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Geo. J. Meyer Malting Co.
Shredded Wheat Co.**

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because you will find it costs less per year of service. Never buy protective paint on "lower price per gallon" arguments. "Lower price per year of Service" is the logic which wins out for Dixon's Silica-Graphite Paint. It has a world-wide reputation of over fifty years. Made in First Quality Only. Send for Booklet No. 17-B.

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Transit Leaks

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KENNEDY Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof. Cheap—Modern—Profitable. Write now for particulars.

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SOLD BY ALL
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Not An
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All Metal Steam Dryer

IN SUCCESSFUL USE 40 YEARS DRYING

CORN MEAL, HOMINY, BREWERS' GRITS AND MEAL, AND ALL CEREAL PRODUCTS. ALSO SAND, COAL DUST, GRAPHITE, CLAY, ORES, ETC.

Automatic in operation, requiring no attention

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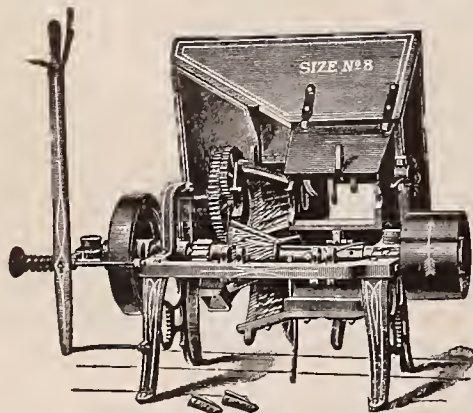
FUMIGATION METHODS

By Prof. W. G. Johnson
A complete and practical treatise, fully
illustrated PRICE, \$1.00.

Mitchell Bros. Pub. Co. - Chicago

Make Food Grinding More Profitable!

Bowsher's "Combination"
Mills do this



Mill opens like this in six minutes.

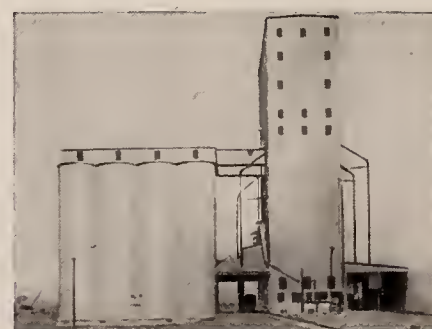
Because their large capacity, cone-shaped grinders and positive self ear feeders are properly designed to direct every ounce of power energy to the actual reduction of the grain.

Crush and Grind ear corn, husked or unhusked, alone or mixed with any kind of small grain in any desired proportion. Reduce the material to any fineness desired for feeding purposes.

11 Sizes, 2 to 25 H.P.
Sold with or without Sacking Elevator.

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Kansas City Southern Ry. Terminal Elevator

We have never entered into any year better equipped to serve our patrons than 1919 finds us. Our engineering and construction organization is at the top notch of efficiency.

Consult us for large or small elevators, flour mills, warehouses, etc., etc.

We build in concrete or wood.

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Canadian Government Railway's Elevator and Gallery System, St. John, New Brunswick.

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Capacity 500,000 Bushels

Designing and Consulting Engineers for Entire Work

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To the Seed Trade!

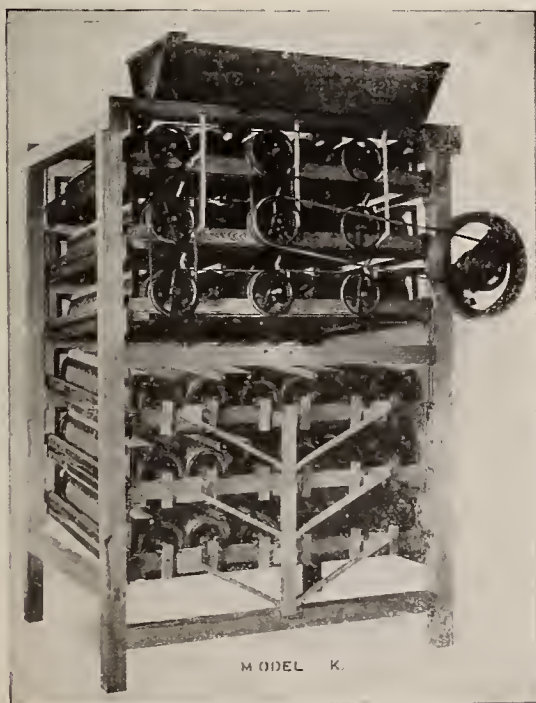
After eight years of experience and close attention in our own seed cleaning house and other seed cleaning houses in separating Buckhorn and Rape from Clover Seed and Alfalfa we have developed and are now manufacturing

The Improved **KING**

Buckhorn Machine

which we declare Perfectly Practical and Practically Perfect in its work. The shortening of the reels to four feet has increased its cleaning efficiency 100 per cent and reduces the floor space requirement so essential in any work house.

The small horsepower necessary, due to the center drive feature, the individual feed arrangement, the seed delivery to one central spout, the principle of cleaning, the simplicity in construction, minimum wear and the capacity and quality of the work governed by the incline of the rails makes the machine a necessity in every plant where seed cleaning is done.



Write today for a "King" booklet describing fully the merits of this machine. Do it now.

KING MANUFACTURING CO.
NORTH VERNON, - - - IND., U. S. A.

Over Fifty Emersons

in use by

The U. S. Grain Standardization Bureau

Over 50 Emerson Wheat Testers, or Emerson Kickers, as the Government officials call them, are found in the different laboratories and inspection departments of the U. S. Grain Standardization Department. They are being recommended to the milling and grain trade by the Government officials as the most satisfactory device or machine for determining the actual amount of dockage in each sample of wheat.

Guess Work a Thing of the Past in Grading Wheat

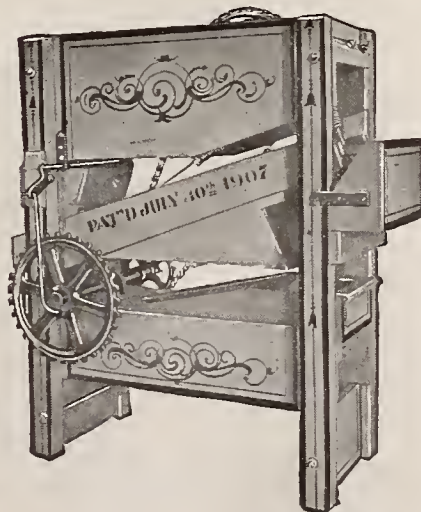
The Emerson makes an absolute perfect separation of the oats from the wheat, not one kernel of oats left in the wheat and not a kernel of the wheat lost with the oats. Eliminates all guess work. All disputes between buyer and seller are settled on the spot. Avoids any feeling about doubtful dockage. Farmers prefer selling where the test is made with the Emerson Tester or Emerson Kicker.

Over 8,000 Emersons In Use

Any number of elevator companies are using from 25 to 50 Emerson Kickers and from that on to 250, depending upon the number of elevators they operate. Hundreds of smaller elevator companies and mills are using from 1 to 5 machines. In addition there are hundreds of flour mills, state grain inspection departments, commission houses, grain buyers, boards of trade and U. S. Grain Standardization Bureau all using Emerson Kickers for determining dockage in wheat.

The Emerson Guarantee

The Emerson Kicker is sold with an absolute guarantee to do exactly as we claim or money will be refunded. It has proved itself to be a splendid investment for milling and elevator companies. Let us prove it to you. Write today for pamphlet giving full description and unsolicited comments by prominent Emerson users.

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Reinforced concrete. Built for heavy floor loads.
Uses the daylight. Tracks arranged right.

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1500 barrel Mill, 300,000 bushel Elevator and
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Macdonald Engineering Company

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Do you have sufficient storage capacity to meet the
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and bigger business?

Grain bins, coal pockets and water towers built by
the POLK SYSTEM are perfectly built monolithic
concrete structures. They are true to perpendicular,
wall thickness and circle.

Tell us your needs and let us—without obligation to
you—offer a solution. Let's talk it over now, while
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To get started, send for our handsomely il-
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Polk Genung Polk Company

706 Fisher Bldg.
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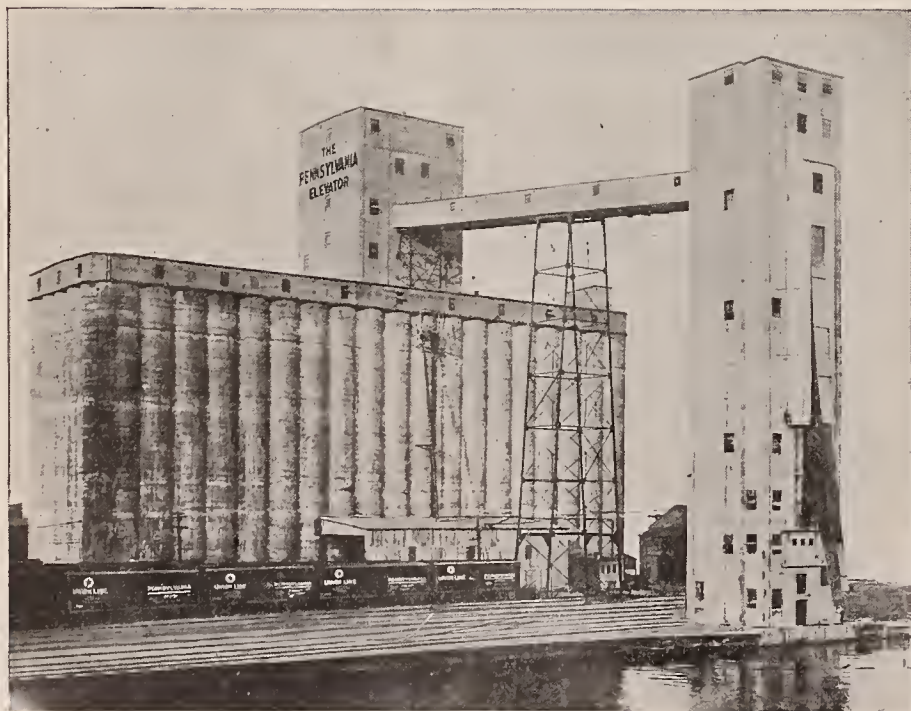
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OF

Grain Elevators, Flour Mills, Industrial Plants, and other
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PENNSYLVANIA RAILROAD COMPANY ELEVATOR, ERIE, PA.

1,250,000-bushel Concrete Workinghouse and 25,000-bushel Marine
Tower. Reinforced Concrete. Latest improvements. Write us for
designs and estimates.

2051-6 McCORMICK BUILDING, CHICAGO

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of the

**Flour Mill and Grain Elevator
Mutual Insurance Companies**

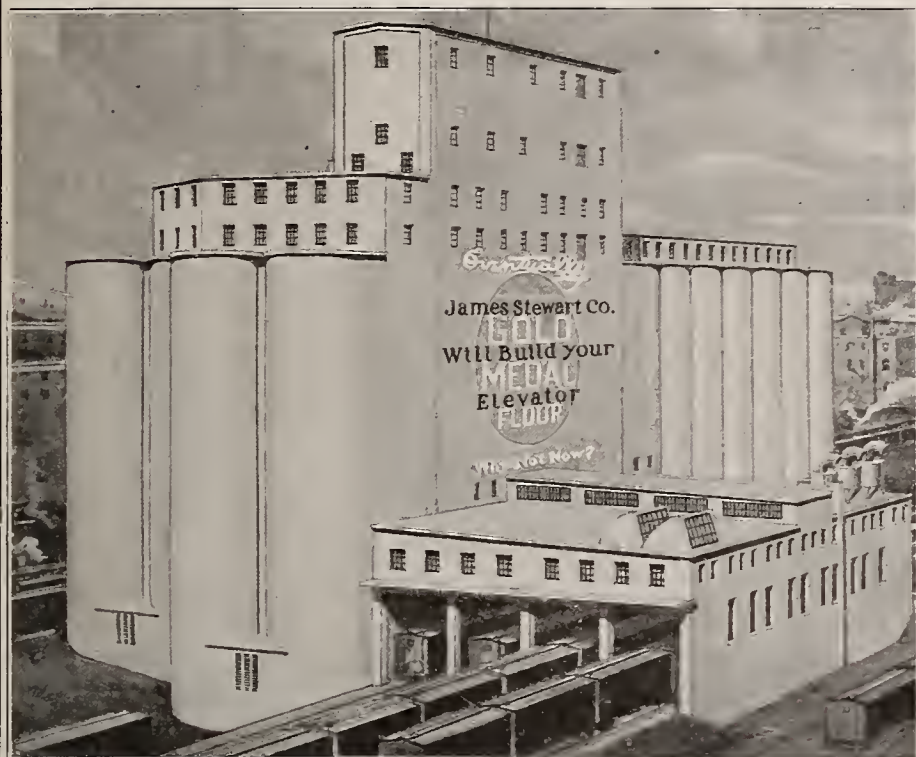
show that 80% of all fires in Mills or Ele-
vators start in elevators. The installation
of an automatic feeding device which will
positively prevent an elevator choking
from over-feeding and an automatic relief
which will prevent an elevator choking
from bin getting full or spout choking, will
annually save millions of dollars in fire loss
and add at least 50% to efficiency of any
stand of grain elevators. These devices
are perfected and are available for mill and
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absolutely practical. Full particulars will
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Mutual Fire Prevention Bureau
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TWO MILLION BUSHEL FIRE PROOF RECEIVING ELEVATOR

FOR

Washburn-Crosby Company
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Write us for designs and estimates

We Design and Build Elevators, any type of construction, in any part of the World.

JAMES STEWART & CO., Inc.
GRAIN ELEVATOR DEPARTMENT

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Chicago & Northwestern Railway Company's New
Reinforced Concrete Grain Elevator Being Built
at Council Bluffs, Iowa, for the Updike
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Our experience covers every branch of grain elevator
building work as well as any type or style of construc-
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Designs and estimates promptly furnished

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FOR

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COMPLETE WITH MACHINERY INSTALLATION

DEVERELL, SPENCER & CO.

Garrett Building

Baltimore, Maryland

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**Furnish Plans, Estimates and Build
COUNTRY GRAIN ELEVATORS**

Our long experience as a builder of elevators insures you an
up-to-date house. Write today.

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CONSULTING ENGINEER

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Grain Elevators

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Designers and Builders of

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Reinforced Concrete and Steel Ore Dock con-
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Write for Designs and Estimates

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"Our Two Richardson Separators do the most perfect work we have ever seen done by an oat separator, in fact, their work is perfect."

Thousands of millers and operators of terminal, transfer and country elevators everywhere who are required to handle wheat with oats or wheat with barley, find the only type of cleaning machine that gives thorough and economical separation is the

Richardson Oat Separator

This is what another one of the thousands of Richardson operators says:

Richardson Grain Separator Co.,
Minneapolis, Minn.

Tacoma, Wash., Sept. 19, 1918.

Gentlemen: We do not often go out of our way to recommend anybody's machine, but will in this instance depart from our custom to voluntarily say we are greatly pleased with the two oat separators we bought from you. These machines do the most perfect work we have ever seen done by an oat separator, in fact, their work is perfect.

Yours truly,

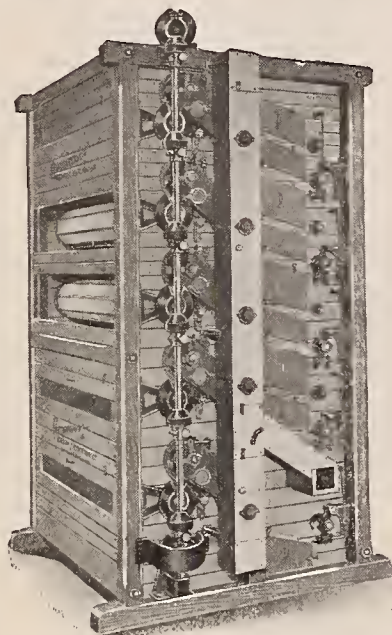
TACOMA GRAIN COMPANY, By J. T. Bibb, Gen'l Mgr.

How Does the Richardson Do It?

The principle of indentations (not perforations) of the proper size in a traveling steel apron, together with the revolving brush placed diagonally above the apron, is the only system which accomplishes a thorough and economical separation of wild or tame oats from wheat and practically a complete separation of barley from wheat with one operation. Richardson Oat Separators give perfect results, have larger capacities, take up less floor space and use less power than any other machines at any price.

Write us for additional endorsements by those who know and are using Richardsons.

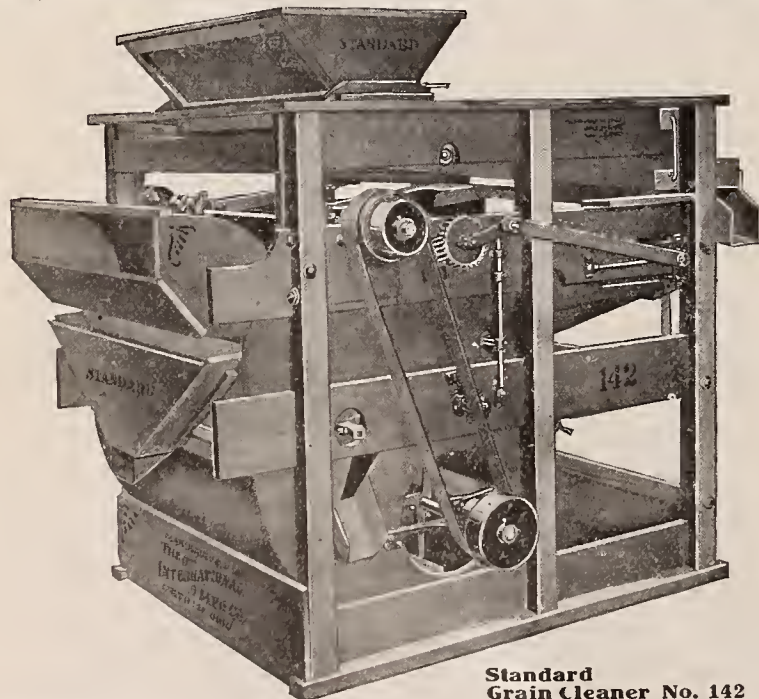
RICHARDSON GRAIN SEPARATOR CO., MINNEAPOLIS, WINNIPEG



NO. 5.—48" RICHARDSON
OAT SEPARATOR

A Standard Cleaner in Your Elevator This Year Will Assure Standard Grades.

THIS No. 142 Standard Grain Cleaner is especially valuable as a small receiving separator, requires little power, is easy to install, is a moderate-priced machine, will make your wheat grade equal to any, and better than many, and is an example of war-time economy. It contains valuable improvements, fully protected by patents, and should form part of the equipment of every grain elevator.



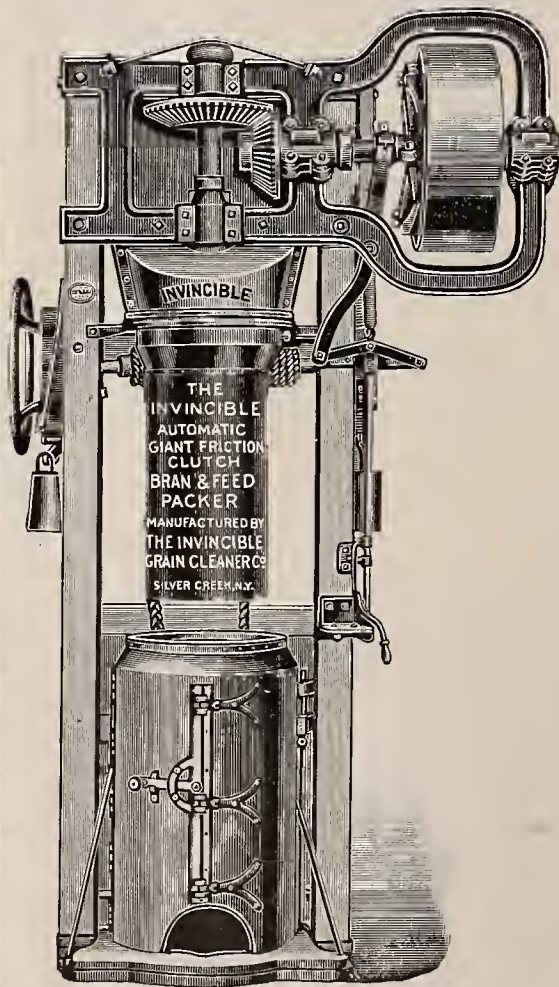
Standard
Grain Cleaner No. 142

Write today for our illustrated booklets before deciding on your new equipment. It will mean money in your pocket next year.

INTERNATIONAL MFG. CO.

CRESTLINE,

OHIO



The machine
that **MAKES** and
KEEPS your pack-
ing men satisfied.

**RAPID
ACCURATE
CLEAN**

The Friction
Clutch on this ma-
chine is without
an equal. No fear
of clutch trouble
when you are the
busiest. That
alone is sufficient
reason for instal-
ling an INVINCIB-
LE packer.

Invincible Grain Cleaner Company

Silver Creek, N. Y.



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Salem Buckets fill easily, carry maximum load, and empty clean. Notice rounded corners and general shape. The best elevator bucket for all kinds of grain and mill products.

Made in more sizes and gauges than any other bucket on the market. We fill orders promptly from the large stock which we carry.

H. W. Caldwell & Son Co.

CHICAGO, 17th St. and Western Ave.
NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church St.
DALLAS, TEXAS, 711 Main St.

Screw Conveyors



Unquestionably our Helicoid (continuous flight conveyor) is the best screw conveyor made. We are the originators of and fully equipped to make the sectional flight conveyor also, but advise customers to use Helicoid, because it is better balanced and more durable than any other screw conveyor, and renders more satisfactory service.

Helicoid conveyor is well adapted to the handling of grain and all milling products; cotton seed and cotton seed products, fertilizers, sugar, starch, rice, coal, ashes, cement, concrete, phosphate, sawdust and many other articles.

HELICOID COSTS NO MORE THAN OTHER CONVEYORS

H. W. Caldwell & Son Co.

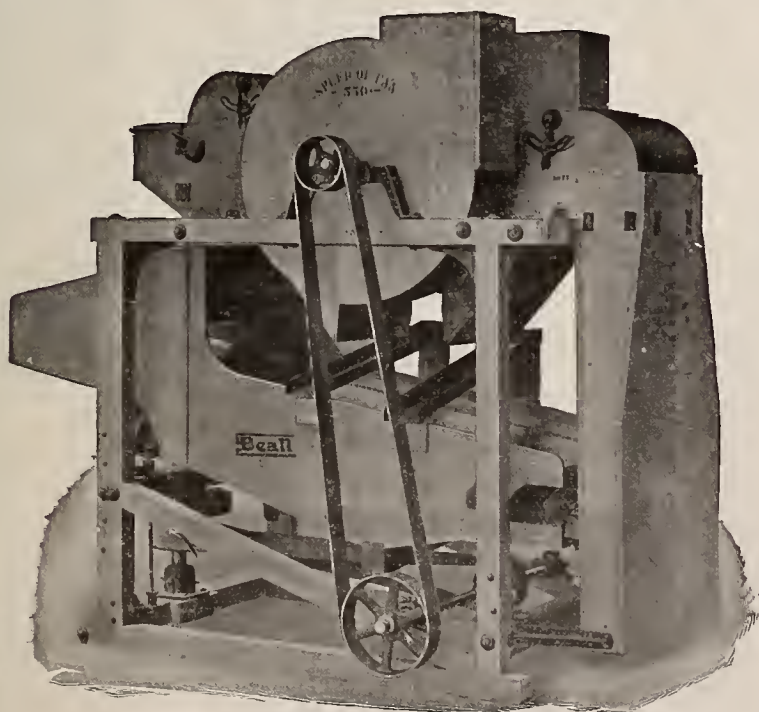
CHICAGO, Western Ave., 7th-18th St.
NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church St.
DALLAS, TEXAS, 711 Main St.

RANDOLPH GRAIN DRIERS

STEAM OR DIRECT HEAT CONTINUOUS FLOW MADE IN ALL SIZES

O.W. RANDOLPH CO. TOLEDO, O. U.S.A.

LASTING SUCCESS IS WON ONLY THROUGH HONEST WORTH



BUILT IN TEN SIZES

Beall Warehouse and Elevator Separators

have won their reputation through actual performance. One weakness or inadequacy in a separator will react throughout the machine. Failure at one point of construction means that a separator cannot show "stamina."

BEALL Separators show every evidence of solidity of construction. They will stand hard usage and will greatly increase the efficiency of your plant. They are a necessity in reducing the cost of operating your elevator to a minimum.

Appreciation of Beall standards of construction has resulted in an overwhelming endorsement of Beall Separators by their many users.

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DECATUR (Incorporated) ILLINOIS

To the Trade To Our Friends
To Our Patrons

We Extend

Christmas Greetings

Toberman, Mackey & Company
Receivers and Shippers
Grain, Hay and Seeds

St. Louis

Kansas City

BUY MORE
LIBERTY BONDS

GRAIN DRIERS

are essential to conservation of corn. No modern grain handling plant should be without one. Allow us to place before you plain, honest facts concerning driers and learn why the one pre-eminent is

MORRIS

"The drier designed to ultimately cost less"

The Strong-Scott Manufacturing Co.

"Everything for every mill and elevator"

MINNEAPOLIS GREAT FALLS SPOKANE WINNIPEG, CAN.



RID- of- RATS

The only Exterminator of Rats and mice that can be used where Food is manufactured or stored and requires no mixing or musing.
NON-POISONOUS

No dead bodies found on the premises, because the Rodents after taking Rid-of-Rats will run until death if an avenue of escape is left open. Millions are using it. Thousands of unsolicited testimonials from all trades and farmers.

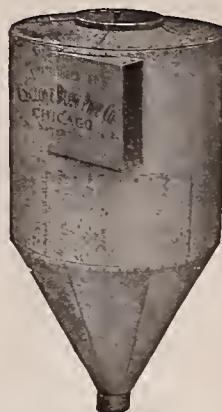
Patented and in use over six years. Price \$1.00 per lb. in bulk, or \$1.80 per doz. 15 cent boxes. If not carried by your dealer write direct to the Patentees and sole Manufacturers.

BERG & BEARD MFG. CO., Inc.

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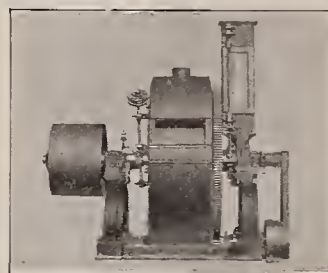
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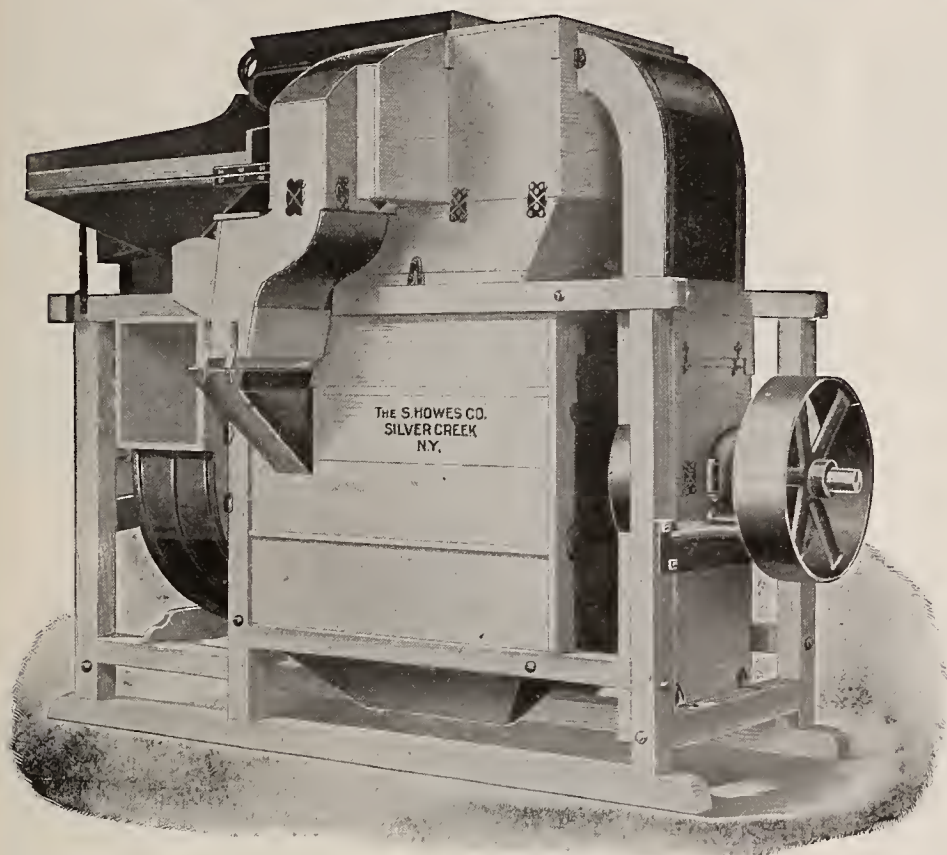
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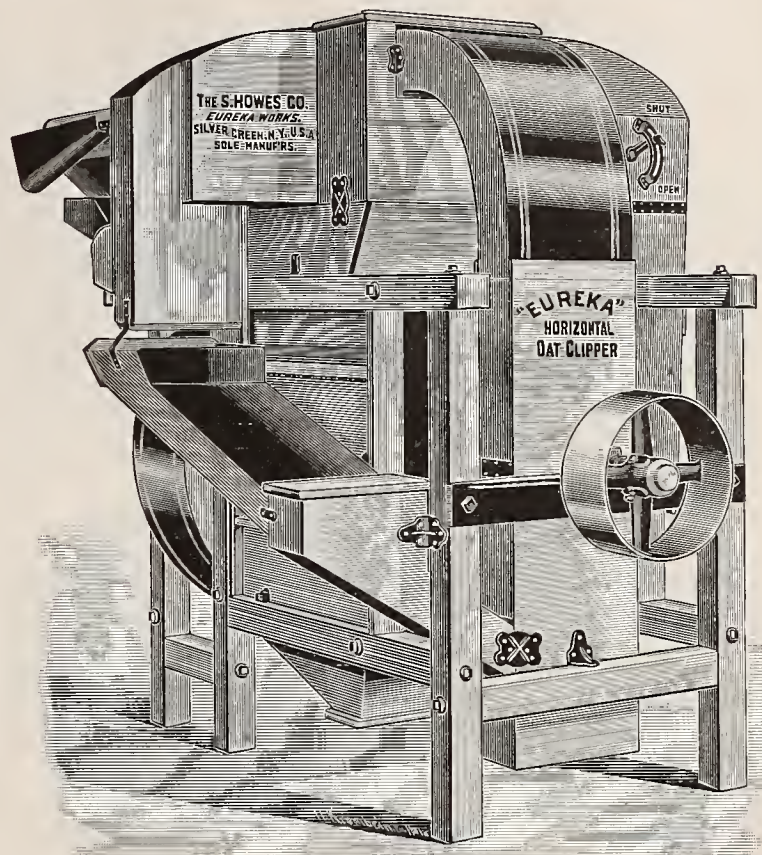
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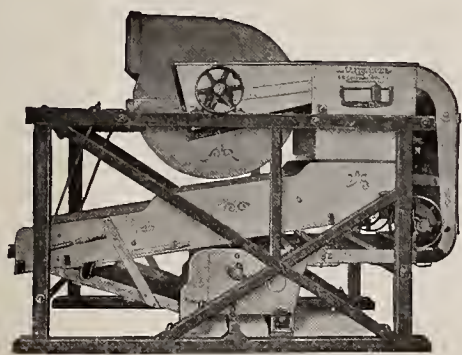
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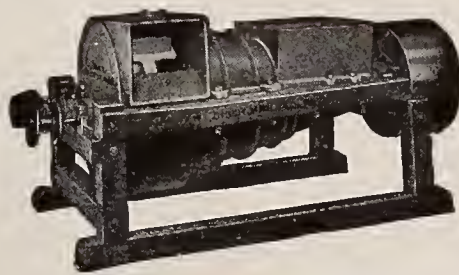


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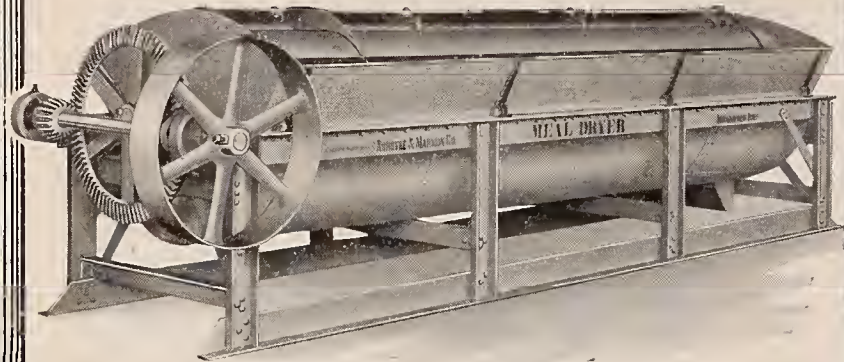
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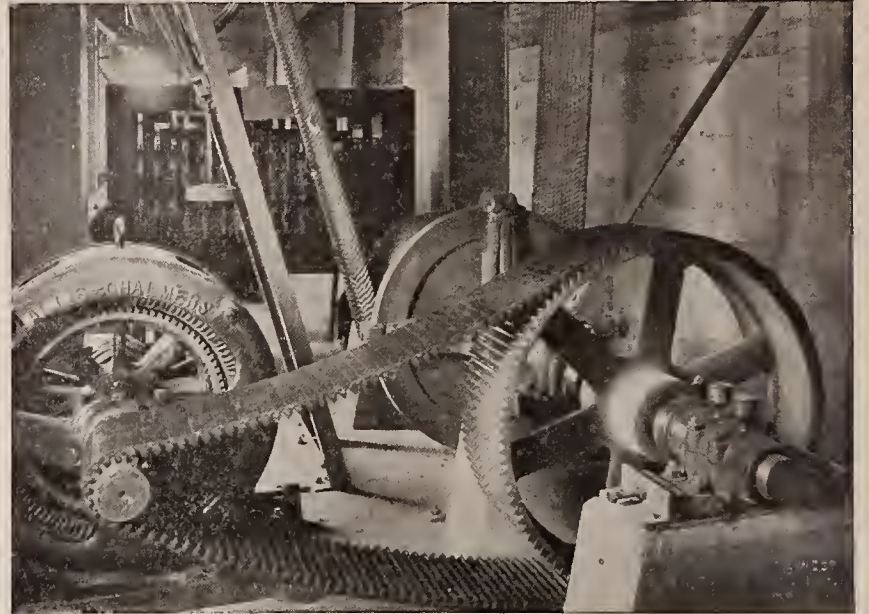


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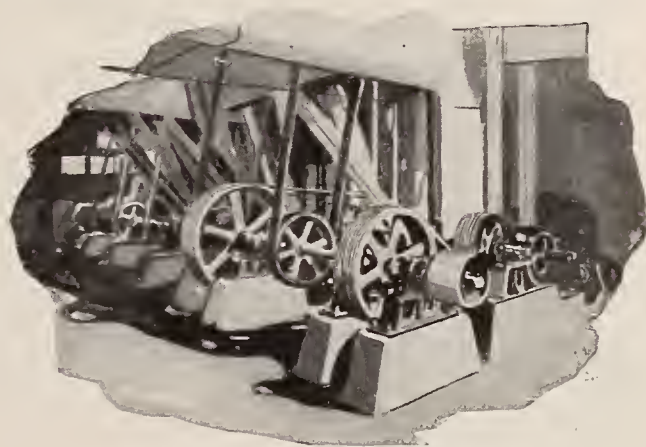
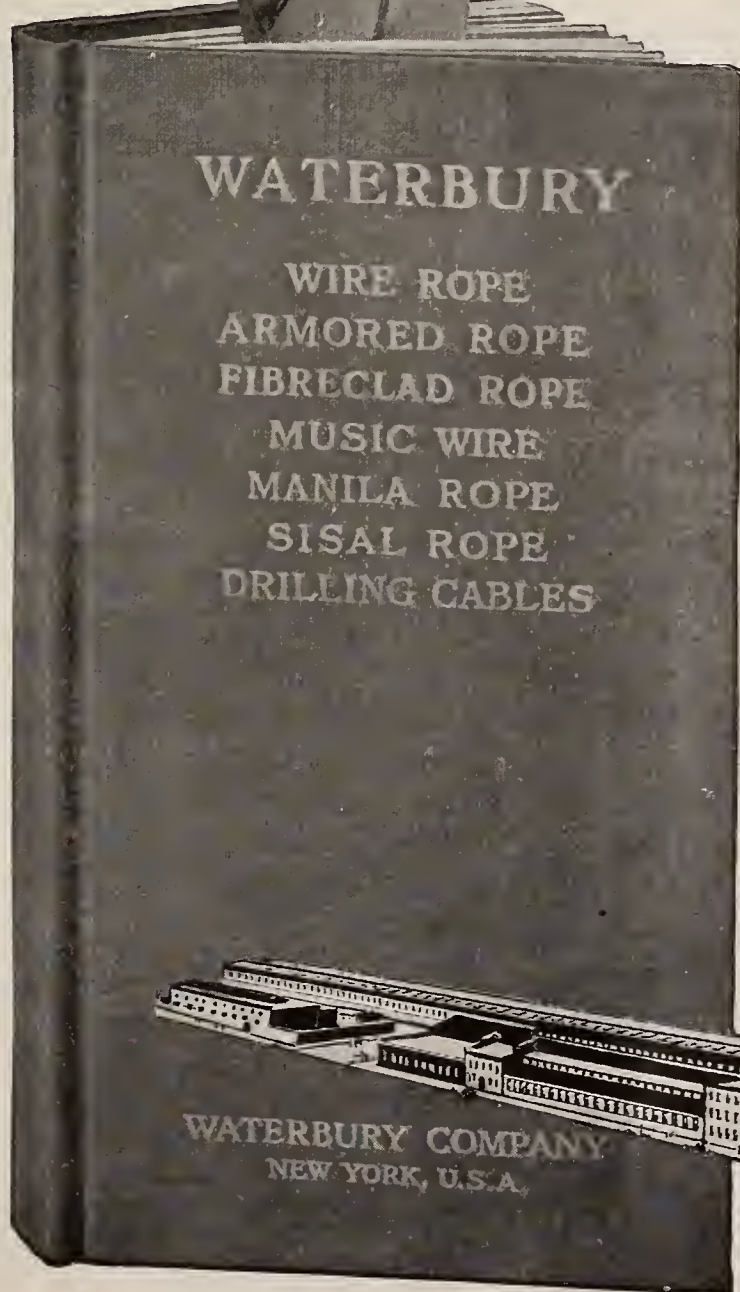
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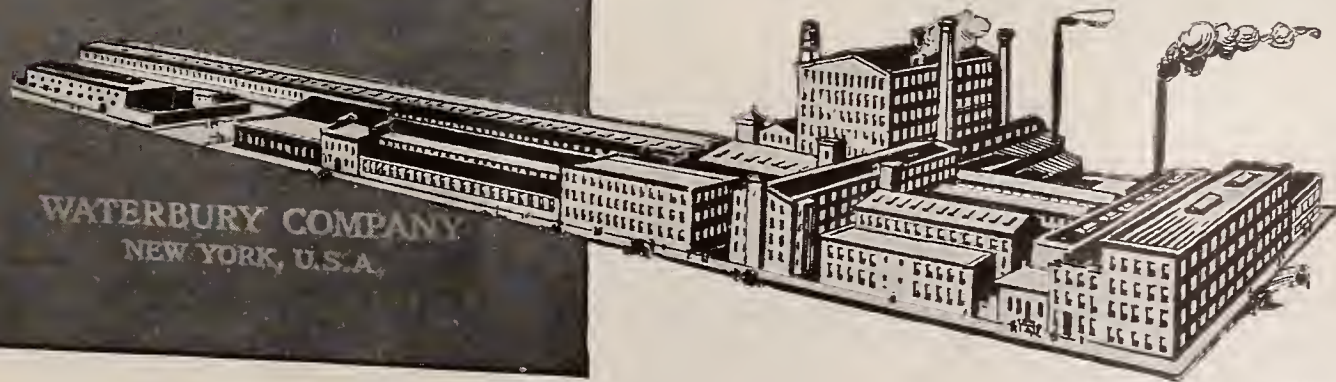
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2273-W

CINCINNATI'S

Hay Receipts Increase 100%

The hay receipts in the Cincinnati market during the last six months have increased over 100% due to the adoption and operation of the new

Hay Plugging System

a method of inspecting each and every car handled in this market

Best for the Shipper

Best for the Buyer



GWYNNE BUILDING
New Home of the Cincinnati Grain & Hay Exchange.

The plugging method of car inspection makes it possible to sell hay on its merits, or feeding value, and is the surest and safest for country shippers to depend on. It also gives the buyer full assurance as to the quality and grade of hay he is purchasing.

It is Cincinnati's endeavor to serve the trade to its entire satisfaction, always, and to this end the Grain and Hay Exchange leased four tracks on Front Street from the L. & N. R. R. at a high annual rental, for the purpose of plugging and inspecting each and every car of hay handled in Cincinnati. These tracks will accommodate over 100 cars.

This improved method of car inspection assures the shipper and buyer of hay a true, honest inspection and a true, honest price on every car of hay received and shipped at this market. When the car is sold no appeal for re-inspection is permitted.

Cincinnati is the logical gateway to the South and East, which, together with the splendid local demand, makes it a most profitable market for shippers and buyers of hay.

When shipping or buying that next car of hay try any of the following firms of the

Cincinnati Grain & Hay Exchange

Blumenthal, Max

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Eikenberry-Fitzgerald Co., The

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Gale, A. C., Grain Co., The

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Paint stands today in the fore-front of essentials that are helping conservation. Re-painting of structures prolongs the life and increases the serviceability of buildings. But in painting use good paint—it is cheaper in the long run. As two-thirds of a painting job is spent in labor it is important to consider the quality of the paint you use. The name Tropical is a guarantee of paint superiority—paint protection. Thousands of paint users know that Tropical stands for the most economical paint on the market.

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Elevator men the country over are most enthusiastic over the high quality and superior durability of Tropical Elastikote. Not only do they find it economical in the long run but they know from experience that it is the best paint on the market for its particular use.

Tropical Elastikote is specially mixed and prepared to withstand the fiercest abuse from sun, wind and storm. It is

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CLEVELAND, OHIO

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CAIRO'S MOST MODERN ELEVATOR



We Can Now Serve You Best

THE completion this year of additional storage and improvements to our new elevator gives us a largely increased storage and handling capacity, making it the most up-to-date and the only strictly fireproof grain elevator in the Central West.

This elevator has a daily handling capacity of 50,000 bushels of grain and is equipped with the most modern grain handling machinery, including cleaners, shellers, standard scales, automatic sacking scales, drier and bleacher.

We are also extensive handlers of hay and have warehouses for storing 200 cars of hay.

The Samuel Hastings Service is backed by thirty-three years of experience in the grain and hay business in the Cairo market, this company having been organized in 1885. During this time we have established wide connections among buyers and shippers of grain and hay, enabling us to deal with you at best prices.

Our fast working house and up-to-date facilities enable us to handle an additional volume of business with the same careful attention that has distinguished Samuel-Hastings Service in the past. We therefore welcome new trade connections, as well as increased favors from present customers. Write, wire or phone today for prices.

Samuel Hastings Company

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CHICAGO

The World's Greatest Grain Market

Movement of Grain and Provisions During the Year 1918 (The Month of December Estimated)

	Receipts		Shipments
Flour	9,000,000	Bbls.	6,400,000
Wheat	67,500,000	Bu.	56,100,000
Corn.	102,900,000	"	45,600,000
Oats.	136,600,000	"	91,400,000
Rye	4,900,000	"	3,100,000
Barley.	18,300,000	"	4,400,000
Cured Meats. .	270,200,000	Lbs.	921,900,000
Fresh Meats . .	1,246,600,000	"	1,570,400,000
Lard.	122,800,000	"	341,700,000
Hay	323,800	Tons	65,600

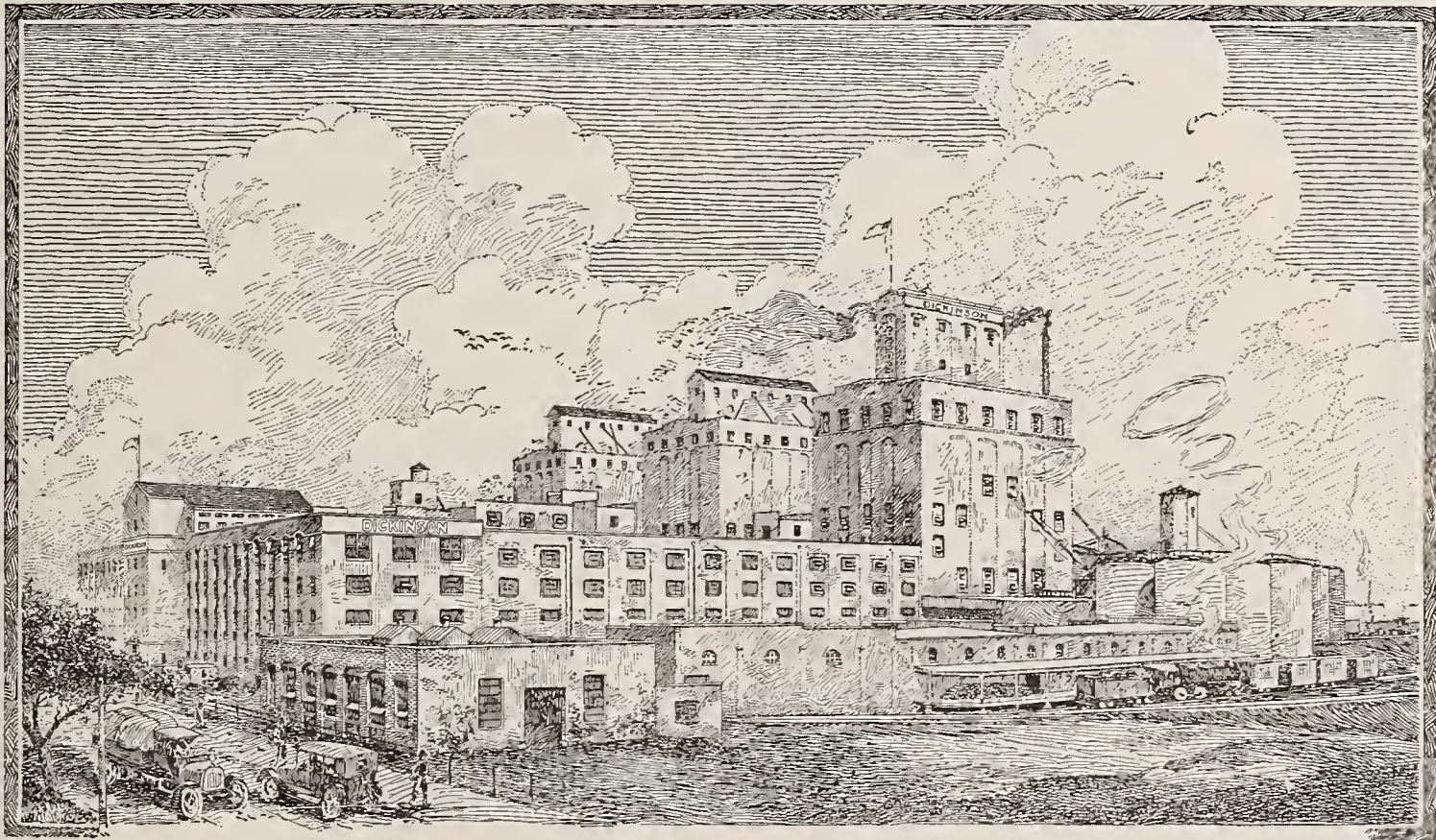
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President.

JOHN R. MAUFF,
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promise of international har-
mony, we extend seasonable greetings
and hope for your prosperity in the
new year.

The Albert Dickinson Company
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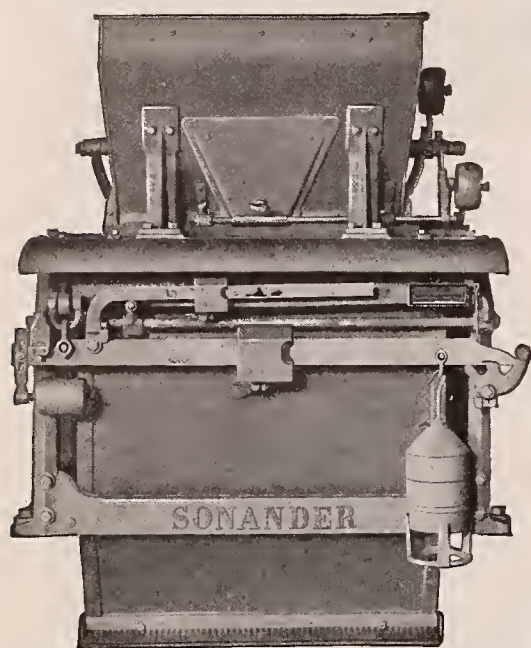
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SONANDER Automatic Grain Scale

You will have to comply with the term "adequate" and surely want to insure payment of your railroad claims.

Write to your nearest office for booklet of accurate weighing of grain and the accuracy of the Sonander.

Howe Scale Co. of Illinois

409 Fourth St., St. Louis, Mo.
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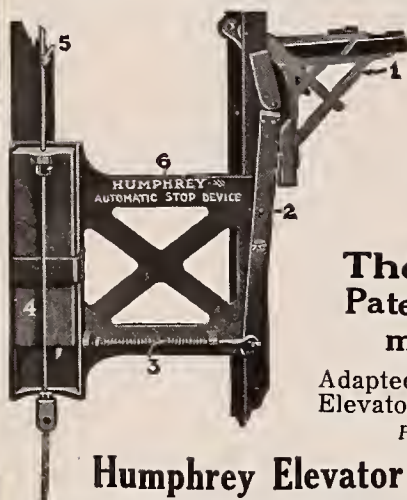
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W. C. Peak, Mgr.

Pacific Scale & Supply Co.
For Washington, Oregon and Idaho

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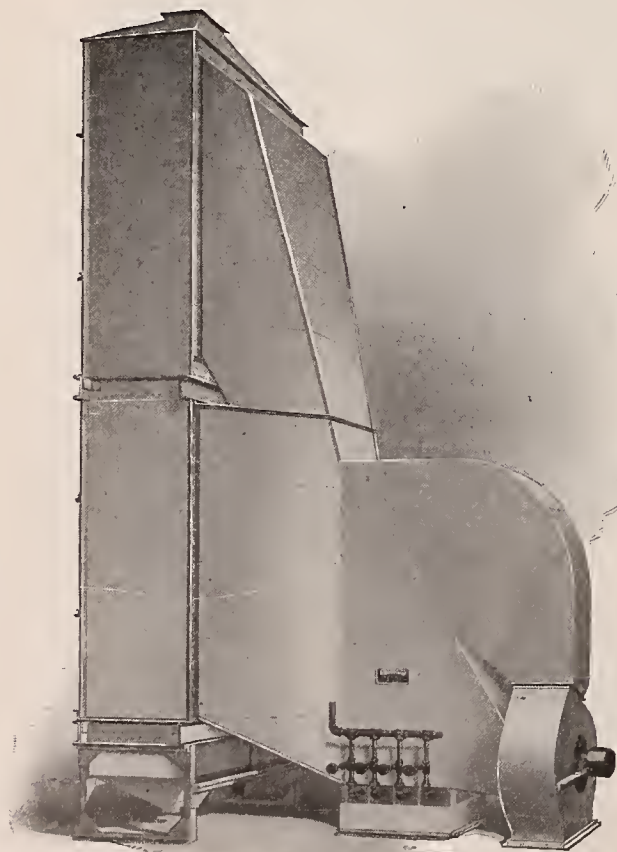
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Wire cloth drying columns—prevents cracking, blistering
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Continuous operation—produces uniform work.

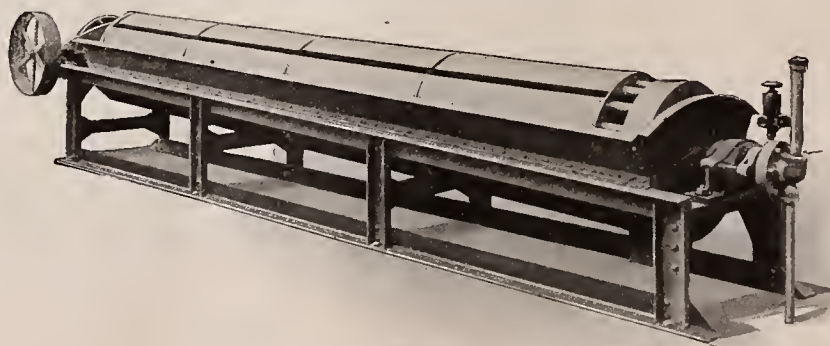
Ball Bearing Fan—requires less power.

Meal Driers

All steel construction—fireproof and rigid.

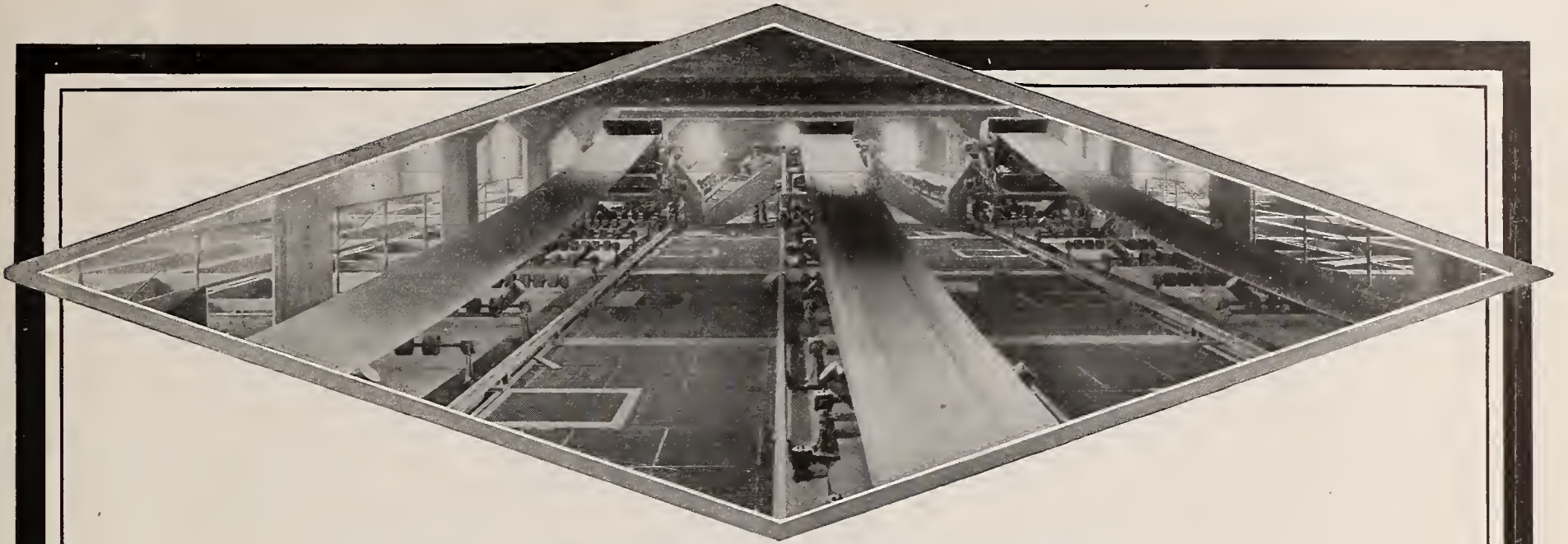
Semi-steel castings—35% stronger than cast iron.

Ball bearings throughout—requires less power.



Meal Drier—Open Type.

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Chicago, Illinois



America Demands Utmost Efficiency in Field, Farm and Factory

YOUR PLANT must keep pace with after-the-war demands. Your belts must combine utmost service with economic investment.

Economy lies not in low purchase price but in high service efficiency and long life. Your belts *must* be high quality and harbor no interruptions in these vital times.

Just as the tractor has proved its ultimate economy, labor saving, and greater production, so Diamond Grain Belts have demonstrated absolutely that it is far better to buy grain belts for service quality and long life rather than for low first price.

In the most efficient elevators over the entire country we can point you to Diamond service records. No Diamond Grain Belt has yet failed to pay for itself with interest. And Diamond Belts are economically priced!

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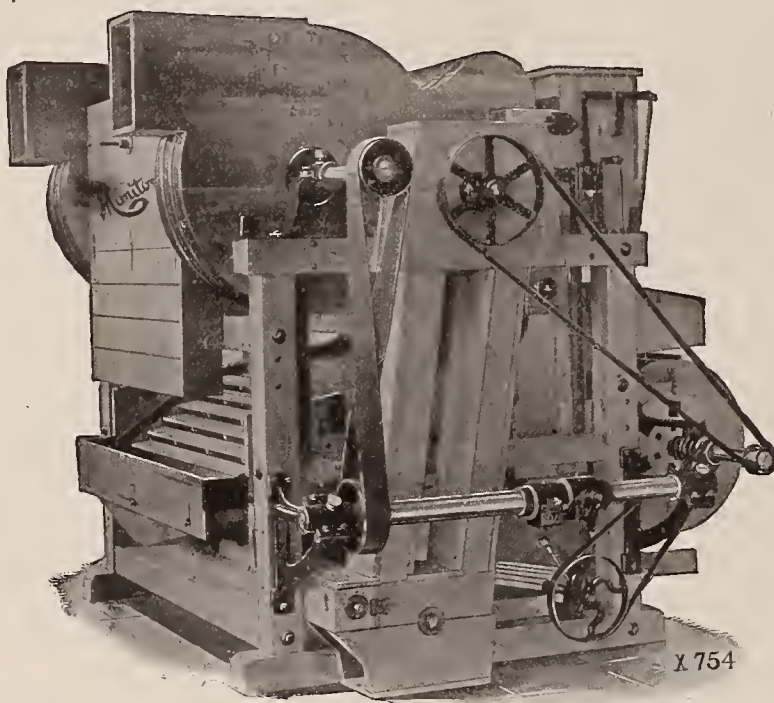
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A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



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English and Foreign subscriptions, \$1.75 per year.

Established in 1882.

VOL. XXXVII

CHICAGO, ILL., DECEMBER 15, 1918

NO. 6

The Public Elevator System Spreads

Municipal Elevator at Seattle, Wash., Financed by Sale of Port District Bonds—Panama Canal Route Opens Great Possibilities for Wheat Shippers of the Northwest and Bulk Port Elevator Sounds Death Knell of Sacked Grain

BY EARLE WILLIAM GAGE

THE port of Seattle was the originator of a new system of elevator and warehouse method which is to-day sweeping the country, after practical demonstrations of the utility of this system by Seattle's progressive leaders.

Seattle has a 1,000,000-bushel bulk public elevator, built by the sale of port district bonds, for the purpose of providing a tide-water outlet for the 60,000,000 bushels of grain raised in the Pacific Northwest, largely in the state of Washington, in anticipation of the movement of such grain unground through the Panama Canal, through to Europe and Atlantic seaports. Like all other public port utilities, it is operated directly by public employes, and as such is the first public grain elevator in the United States. New Orleans has followed the Seattle example, and now has a public grain elevator. Portland, Ore., is just about to start the construction of a \$3,000,000 public elevator, while Vancouver, B. C., recently completed such an elevator with more than 1,000,000-bushel capacity. The Dominion of Canada has long since demonstrated the value of the public elevator system, having several large ones through the three prairie provinces of Alberta, Saskatchewan and Manitoba, as well as at the port of Montreal. The Seattle Public Elevator blazed the trail for all this great work.

Hamilton Higday, port manager for Seattle, says: "It was frankly an experiment, for the reason that the Pacific Northwest has long been habituated to the shipment of grain in bags." The public elevator will likewise, no doubt, be responsible for a change in this long custom. "The high price of bags and the greater economy and dispatch in handling makes it certain that the Northwest must readjust to shipment of grain in bulk as does the Mississippi Valley," further said Mr. Higday.

The Hanford Street grain elevator is a reinforced concrete, fireproof building, consisting of 55 cir-

cular bins of 16,000 bushels capacity each, 46 interstice bins of 3,600 bushels each, and 32 workhouse bins of 1,600 bushels each, the total storage capacity being 1,100,000 bushels. The height of the storage bins is 90 feet; the workhouse 165 feet.

The bulk receiving capacity per day of 24 hours is 95 cars, and the bulk shipping capacity per hour

west of the terminal, being equipped with two large hay-baling compressors, the largest of which is capable of compressing one ton of hay into 55 cubic feet; the total hay baling capacity of the two machines being 80 tons per eight-hour day. The shed has a floor area of 4,600 square feet and will accommodate 2,500 tons of hay for storage. A vertical conveyor has also been

installed to convey the hay to the second floor of the Handford Street dock.

One and one-half miles of public railroad spurs serve the Handford Street transit shed and grain elevator. The tracks to the rear of the cargo shed are depressed in order that cars may be loaded or unloaded conveniently.

The Handford Street cargo shed is of timber construction, covered with corrugated galvanized iron. The same construction is used in the building of all transit sheds built by the Port Commission. The floors are double plank construction, acting as a fine retardant, besides furnishing a smooth surface for the operation of electric tractors. A 20-foot asphalt driveway is also extended down the center of the dock.

The cargo shed is 90 feet wide by 1,300 feet long, the second floor section being 780 feet long. The total square foot area is 175,000 square feet and the cubical contents 3,200,000 cubic feet. Both floors are lighted with continuous rows of windows 5 feet high and 300 electric lamps for night work.

The berthing space consists of 1,500 lineal feet, with a water depth of 35 feet at extreme low tide at face of the dock. This ter-

minal is well equipped with mechanical handling equipment, such as Brown Portable Hoist Conveyors, gravity rolls, electric elevators and inclined chutes for the economical handling of cargo.

The value of Seattle's Public Elevator will become more and more obvious as the world resumes its natural order with the declaration of peace. An immense amount of shipping has been built in the



PORT OF SEATTLE PUBLIC ELEVATOR
Built, Maintained and Operated as a Public Utility.

is 20,000 bushels. Bulk grain is delivered by a conveyor from the elevator to a conveyor house on the roof of the Handford Street cargo shed, where it is spouted into vessels by means of two traveling cranes, and spouts anywhere along 780 feet of its length. All machinery is of the most modern type and driven by electricity.

The Handford Street hay shed is located at the

Pacific Northwest during the past 12 months. This cargo space left its original ports to enter the Atlantic trade, but when the demand for emergency tonnage to Europe has been filled and our merchant marine begins to establish regular lanes of travel, then a considerable portion of this new tonnage will return to the Pacific and enter a permanent business of carrying away our raw products and bringing to us commodities which we need from abroad. With this elevator serving as a gateway for Northwest grain, Seattle will naturally become a port of entry for much of this new trade that comes to our Western shores and the entire community will profit by the exchange.

America is undoubtedly on the eve of a new era in development. Hereafter the world will be our market and our goods will be carried in our own ships. To win new trade and to keep it against the desperate effort of England to retain the title of premier world trader, we shall have to reduce handling charges to a minimum, and that means, more than anything else, the elimination of man power, in the manner that the Seattle Public Elevator can do it. Sacked grains are out of the question for future international trade and this Western port is in an enviable position to take immediate advantage of the new order.

A bulk elevator at a port is serving only half its purpose if it does not receive its grain in bulk. The receiving labor of sacked grain must be done away with too. In this respect, however, the entire Northwest is cooperating handsomely, and the number of primary elevators that have been constructed in the Northwest in the last three years can easily keep the grain flowing in a steady stream from the fertile farms of Oregon, Washington and Idaho to the waiting ships that will carry the cargoes to the hungry world.

The ground plan of the water terminal, shown below, illustrates the forethought of those who planned for Seattle's future. Ample provision is made for the mechanical handling of both bulk and package goods and the dock facilities will serve the port for years to come even if the most optimistic dreams of foreign commerce are fulfilled and the

NEW COMMISSION FIRM AT ST. LOUIS

In managing the business of a commission firm, experience and acquaintance count largest toward the goal of success. The two usually go hand in hand, although a man may acquire a vast store of experience and yet gain few acquaintances and no



B. L. FIEDELER

friends. Personality is the necessary factor that brings friends with experience, and in this particular B. L. Fiedeler, vice-president and manager of the new firm of the Dannen-Fiedeler Grain Company of St. Louis, is well equipped.

Mr. Dannen, president of the firm, is also president of the St. Joseph Hay & Grain Company, and will confine his activities to the St. Joseph market.

Mr. Fiedeler will be the active member at St. Louis and is well equipped to handle the consign-

ministration is planning to grant licences to Neutrals to enable them to buy food in this country. If they take wheat it will be at Government price.

PERMIT SYSTEM CANCELLED

Secretary Charles B. Riley of the Indiana Association writes under date of December 5:

"We have been laboring with the authorities to abrogate or modify the rules requiring permits for the shipment of grain. We have had the matter up with the Grain Control Committee of this market, The Public Service Commission of this state, Mr. A. H. Smith, Regional Director of Railroads, and the Food Administration.

"We are advised by Mr. John W. McCardle, member of the Public Service Commission, that he had just received a wire from C. E. Spens, Chief of Car Distribution Department of the Federal Food Administration, Washington, that the Railroad Administration had cancelled the Permit System as outlined in Circular No. 34, effective at once, on everything except wheat until January 1, 1919.

"We are greatly pleased with this action and hope the Railroad Administration will find it advantageous to not revive this system after January 1."

WHEAT GUARANTEE EXPIRATION DATE

The guaranteed price of wheat for the 1919 crop stands, by the terms of the Lever Act, under which the United States Food Administration is operating. This statement was made by the Food Administration.

The President's proclamation of September 2, 1918, stated that the "producers of wheat produced within the United States . . . for the crop of 1919" are guaranteed the prices therein set forth, \$2.26 per bushel at Chicago, and the end of the war or the proclamation of peace does not in any way affect this guarantee.

Section 24 of the Lever Act provides "That the provisions of this Act shall cease to be in effect when the existing state of war between the United States and Germany shall have terminated, and the fact and date of such termination shall be ascertained and proclaimed by the President; but the termination of this Act shall not affect any Act done or any right or obligation accruing or accrued," etc. It further states that "All rights or liabilities under this Act arising before its termination shall continue and may be enforced in the same manner as if the Act had not terminated."

The guarantee for the 1919 wheat crop expires June 1, 1920.

FRENCH GRAIN EXCHANGE EXHIBITS RED CROSS

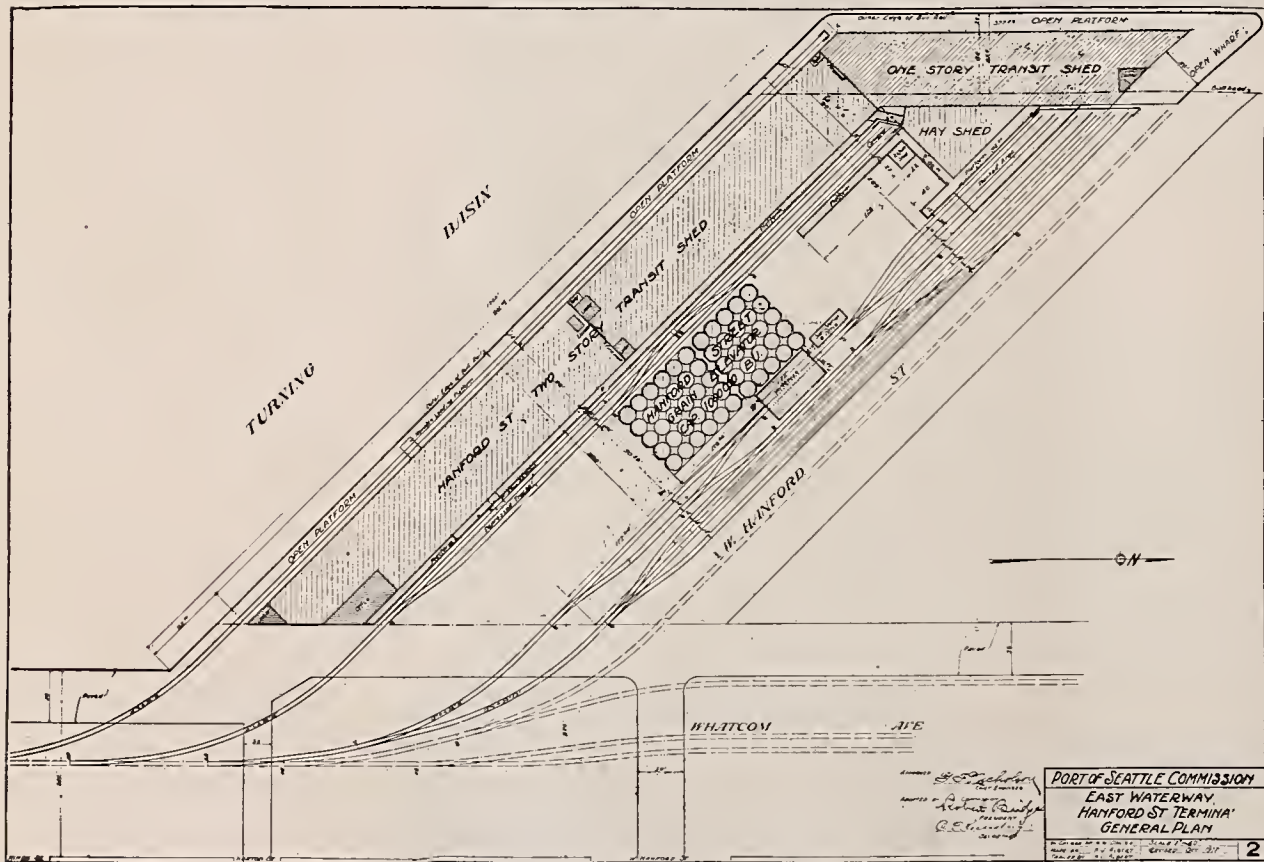
The official Bourse of the grain merchants of Toulouse during the last two weeks of October served as the exposition building of the American Red Cross Child's Welfare Exhibit, which was held with a view of showing French mothers the most approved methods of conserving child life.

Thousands of newly-born children have died during the past few years who might easily have been saved had modern methods of sanitation and health hygiene been employed.

The exposition proved a great success, as have previous exhibits held in Lyons, Marseilles and Saint-Etienne during the last year under Red Cross auspices.

The exposition was held in the Halle du Grains, which was recently turned over by the city authorities to the American Red Cross. It is planned to use this building as a permanent recreation center for the children of the community, and the surrounding ground will be turned into a playground for their use.

Members of the Society of Friends (Quakers) installed the apparatus used for the demonstrations, and made many other necessary alterations in the general structural designs of the building.



GROUND PLAN OF SEATTLE PUBLIC DOCK AND ELEVATOR

products of western South America and the Orient come in unending streams through this northern gateway.

America will need all her port facilities in the next few years if the plans of "big business" bear fruit. With our own ships to carry our products to every sea and with an adequate navy to protect that commerce there is no reason why we should hold second place in foreign trade to any nation, and by the same token there is no reason why Seattle should not command a fair share of the vast future commerce of the Pacific Coast.

ments that are sent to the firm in the most advantageous manner. He has been in the grain business for 11 years, serving in almost every capacity, and was manager of the St. Joseph office of the Marshall Hall Grain Company when he made the new connection. He has always been a hustler and has a high reputation for watching his client's interests.

EASTERN railroad managers are said to have guaranteed to move meats and grain from Western terminals to seaboard in three days' time to load waiting steamers. It is also reported that the Food Ad-

Informal Notes of An Elevator Pilgrimage

No. 13—Miscellaneous Ramblings

BY JAMES F. HOBART

FROM Ohio my way led over into Indiana again, this time to Fort Wayne's City Elevator which was found very busy at the old stand. The covered unloading place for teams at this elevator always appealed to the writer as something worth while. A section of the main house has been left out-of-doors for about one or two bents wide to accommodate teams bringing grain or taking away sack material.

Some years ago the farmers probably brought more bulk grain to this elevator than they do now, so the end wall of the elevator house was brought up from the ground to support the storage space above. The two side walls were cut away when the structure was erected, for a bent or two as stated; then the building was made tight overhead and a new side wall built, leaving a fine driveway right through the structure, inside which two teams could pass abreast.

A new kind of wheat was developed at the Fort Wayne elevator during the writer's visit to that fine little city. The Red Cross had a big demonstration to raise funds for war work and solicited donations from everybody. Then they had a five days' auction sale and sold all the donations, among which was a lot of grain of all kinds and quite a bunch of mighty fine wheat, which was sent to the elevator and there held until auctioned off to the highest bidder. Thus "Red Cross wheat" originated in Indiana.

While at Fort Wayne the writer found that it was almost exactly a year since he started for the sunny South to write the "Grain Elevator Tour in War Time" stories, and strange to state the start on that trip was really made from Fort Wayne. But the writer must needs go home this trip, something which he didn't do last fall, even after having been away from home since March. But this time I especially wanted to see the new Acme-Evans Elevator at Indianapolis, the storage bins of which were being poured when I last saw them in July.

They poured those storage bins in a hurry, too; kept the concrete a-going night and day, and put up the whole bunch at the same time. Those 16 bins seemed almost to grow out of the ground like

appliances have not been placed in that elevator—well, they are not worth putting in, that's all!

The concrete work in this elevator reminded the writer very much of that at the Public Service Elevator in New Orleans. But one similarity impressed itself very forcibly upon the writer: Both the Acme-Evans and the Public Service Elevators had moist foundations—both moist, but somewhat different in the nature of the moistening liquid. The foundations of the Louisiana elevator were bathed in Mississippi water and ooze, while the Indiana elevator had its foundations started in booze!

Yes, sir, the Acme-Evans Elevator was "built in booze," for they had to tear out a "gin-mill" to



A SURPRISE FOR THE BREWER

start a flour mill. The saloon was firmly entrenched right on the corner where the new elevator and mill were to be erected, and they had to play a sharp game to oust the bartender. But they did it, and had the building torn down and a big hole excavated when the brewer, who supposed he owned the barroom, came around to collect his monthly rent. But there was no barroom there any more. Thus the Acme-Evans Elevator was founded in booze while the Public Service Elevator in New Orleans was founded in Mississippi ooze, which latter required special conduits under the concrete floor of the elevator "cellar" and an electrically driven automatic pump to bring literally tons and tons of Mississippi water out from under the structure.

"Let's go over in Illinois," said wife one day. "We are invited to visit my cousin's farm, and you can go to the elevators there and find a whole lot of things to write about." And we did go to a fine 300-acre farm in Clay County, Illinois, about the middle of October, and found the "flu" so thick that the writer couldn't find an elevator! But lots of other things were found, however, and things which might prove as interesting to elevator men as they did to the writer, and that is surely some.

Perhaps it may be well to mention the hams and sides of bacon which were hanging in the smoke house and the three barrels of new cider which came along about the same time that the writer and his wife arrived at the farm. Must be some kind of a coincidence right there, for that cider seems to be keeping even step right along with the writer ever since. And that cider certainly was fine—and it is now, too.

While Clay County, Illinois, does not claim location in the wheat belt of the United States, there certainly is quite a bit of wheat raised in that county, and this autumn's winter wheat certainly has made a fine start. If nothing happens to it,

Clay County's wheat crop of 1919 will be a "bumped-up bumper crop," for sure. Every field of wheat, without exception, which the writer has passed during divers buggy excursions and automobile rides, each and every one of those wheat areas has secured a fine start and appears green, thrifty and very strong and sturdy.

There must be "one best bet" in each and every horse race, as the bookies used to say; likewise there should be one best way of wheat seeding and preparing the soil for such seeding which will bring the best returns and the most and best crop of wheat. But the advocate of "diversified farming" surely is happy when he looks around at the wheat seeding in Clay County, Illinois, for every method which could be thought of, and then some, seems to have been used in putting seed wheat into the ground.

While many of the fields seem to be well prepared and very evenly seeded, the writer saw some fields recently that seemed to him to be the limit in wheat raising. In these fields, the wheat was strong and vigorous and stood several inches high on the twenty-fifth day of November. But what a queer-looking surface the fields presented! The plowing evidently had been done in a first-class manner, for each and every furrow was plainly visible, and there was the wheat, growing on top of those finely-turned furrows, which apparently had never been disced or otherwise smoothed.

The straight furrows and the straight rows of young wheat on the surfaces of each furrow presented a weird appearance and led the writer to wonder if it was really necessary to spend so much time and energy in discing and otherwise preparing newly turned sod for the sowing of wheat.

It is pretty certain that the flour miller fears a dust explosion as badly as the devil fears holy water, and the elevator man would be just as afraid of dust explosions if he had ever been troubled with them. But who ever heard of a wheat-raiser, a farmer, being blown up by a dust explosion? But that is exactly what happened here, and the fine barn on the farm where the writer has been visiting, the finest barn for miles around, was set on fire by a dust explosion and totally consumed, with hundreds of bushels of oats, many tons of hay and all kinds of tools, machinery and farm appliances.

Yes, sir; that barn "went up pouf" in an hour, and it was filled with flames in less than five seconds, at the start of the trouble. A thresher was at



RED CROSS WHEAT IN INDIANA

mushrooms, so quickly did they rise into the air. I went down under them when I visited the mill on the 4th of October, and a finer piece of concrete work I never saw. The concrete, as well as the entire elevator, was the "last word" in concrete engineering, and what labor-saving devices and



BUMPING THE BUMPS WITH WILLIE

work near the barn, threshing hay to obtain red-top seed. A gentle wind was blowing, from the barn toward the thresher, the boiler of which was fired by good Illinois lump coal.

All at once there was a muffled "puff" seemingly from the thresher, and then in an instant a stream of fire as large as a barrel was being driven right

into the barn from the blower-pipe through which the hay was being sent into the barn after it had been threshed. It seems to be the accepted explanation of this fire that a match was ignited in the thresher, then the dust ignited with almost the rapidity of an explosion, and the flame was driven right into the barn, setting it on fire at once.

The insurance people paid for the fire without a murmur and seem to have accepted the match and dust explanation as the true reason for the fire. Several wheat stacks, so the writer learns, have been ignited in the same manner, but usually were extinguished as the straw on fire, not being confined, could be raked out and the rest blanketed, and at the same time the stacker pipe hauled to one side, thus turning away the stream of fire.

But when the fire was blown right into the upper portion of a barn it was all off in a jiffy. The man who was inside stowing away hay only got out by reason of his chancing at the time to be looking out of the window through which the stacker-pipe entered the barn. Even then, he was singed around the head before he could get upon a ladder which luckily chanced to be at the window.

Ever since the writer has been here, he has heard about the grain elevator at Farina and "Willie" agreed to run over there with his automobile and help me give that elevator the once over. But "Willie" seems to have been born 24 hours after his birthday and has never gotten around yet to make the trip. That man will surely be late to his own funeral, and he has been getting married, without doing so, for the past 11 years. Surely, he will have to leave the getting married to his executor if he doesn't hurry up. It is utterly impossible for "Willie" to hurry, save when he is driving his big automobile over a frozen, rutty road. The writer rode 12 miles with him a few days ago, and was thrown up and entirely off the rear seat 19 times during the trip to Flora. And three times out of that 19 the writer's head struck hard against the leather top over the automobile.

But that is the nearest that "Willie" ever got the writer to the Farina Elevator. But next Saturday

The New Grain Route to Europe

Completion of Hudson Bay Railroad Opens a New Avenue of Trade Which Will Affect Our Northern States as Well as Canada

BY E. G. WILLIAMS

BREAD for Europe is passing through new channels of commerce. The completion of the new Hudson Bay Railroad, under the supervision of the Canadian Government, opens a new commercial avenue shorter by a thousand miles than existing routes to the leading import centers of Europe. If the war had not attracted all our energy and attention, we would be making a terrible fuss about this great accomplishment, but like many other notable things the shorter export route does

when its line was finished as far as The Pas on the Saskatchewan River. During the past two years engineers have been rushing the last link between The Pas and Port Nelson, a distance of 425 miles,

With the last link spanned, Winnipeg, that progressive and growing metropolis of Western Canada, which today over the present transcontinental Canadian Pacific Railway is 1,422 miles from Montreal, will be 890 miles from Port Nelson, on Hudson Bay. Brandon, another important producing



WHEAT FARM IN MANITOBA

not now receive the attention it would in ordinary times.

In the completion of this transportation link making possible the export of grain through Hudson Bay, the Canadian Government has opened one of the great commercial communication avenues of the world, destined to change the map of modern commerce. So fast has been the development of the grain-growing area of North America, and so great

center, is 1,555 miles from Montreal, but will have a shorter route to world markets via Hudson Bay, which is but 885 miles away. Regina is 1,780 miles from Montreal, while to Port Nelson is but 719 miles. Medicine Hat is 2,082 miles from Montreal, and from Port Nelson but 1,445 miles. Calgary, the metropolis of Alberta, an important grain and stock market, is 2,262 miles from Montreal, but will be 1,201 from Port Nelson. Prince Albert, that present center of grain exportation, is by the shortest rail routes 1,958 miles from Montreal, but 662 miles from Hudson Bay. Edmonton is, by the shortest rail routes, 2,247 miles from Montreal, while from Hudson Bay but 1,074 miles. Port Nelson is 2,891 miles from Liverpool, while Montreal is, via Belle Isle, 2,761, and via Cape Race 2,927, and New York by the Northern route is 3,079 miles. When we consider the shorter distance by land in connection with the shorter distance by sea, via Hudson Bay route, we may approximate a saving of a thousand miles from practically any important point.

This is well illustrated by the fact that from Winnipeg to Liverpool via Montreal is 4,228 miles, while by Hudson Bay it will be but 3,607 miles. And this saving in distance to Europe will be felt by the American farmer. The following distances from leading Middle States' producing centers well illustrates this fact: Duluth via New York City to Liverpool, 4,201 miles; Duluth to Liverpool, via Hudson Bay route, 3,673 miles; St. Paul, via New York City to Liverpool, 4,240 miles; St. Paul, via Hudson Bay route to Liverpool, 4,041 miles.

Millions of bushels of the wheat grown each year and exported to Europe will be shipped out by this new route, not alone from the great grain-fields of Canada, but also from Minnesota and Montana and the Dakotas. This route has been used for 300 years by the Hudson's Bay Company in sending furs to Europe. At one time the company took in a party of British soldiers by this route to quell a rebellion in the Northwest, arriving several days in advance of the time they were expected.

Hudson Bay for three centuries has been associated with the polar regions; yet no part of it comes within the Arctic circle. Its northern part is in about the same latitude as the Highlands of Scotland, and Moose Factory, on the southern shore, is farther south than London. The temperature of the water of the bay is several degrees higher than that of Lake Superior. In the opinion of Commander Gordon the bay may be regarded as a vast basin of comparatively warm water, which doubtless has a mitigating influence on the winter of the surrounding country.



WHEAT TRAIN ON CANADIAN NORTHERN RAILWAY

I sure am going to jump aboard the B. & O. and visit a bunch of Clay County elevators. Then I will be able to send an honest-to-goodness elevator story to the "Grain Trade" readers.

AUSTRALIA WANTS TO UNLOAD

W. A. Watt, Treasurer of Australia, has cabled to W. M. Hughes, Premier, who is at present in London for the peace conference, stating that in view of the fact that another wheat harvest is due and will require payment, aggregating at least \$50,000,000, the Australian wheat board considers it desirable to sell 1,000,000 tons of wheat at a minimum price of 57 pence (approximately \$1.18) per bushel, provided that Australia is permitted to compete in the world markets and is able to reserve the rest of the wheat supply on hand.

the demand for this grain, that the railroad systems as we have known them for a generation grew more and more congested. The new railway connecting the principal producing centers with Hudson Bay will not only permit a shorter route to Europe, but will relieve this congestion, thereby extending to a wonderful degree the export trade of the United States and Canada, as regards grain.

A glance at the map shows that the shortest route from the center of Canada's and United States' grain fields to the world's markets is via the Hudson Bay and Strait route. Port Nelson, the new railway terminus on the bay, is as near the central point of the wheat area as the center of that area is to the head of lake navigation; and it is about the same distance from Liverpool as is Montreal.

Some time ago the Canadian Northern Railway completed its portion of the Hudson Bay route link,

The length of the bay is 1,000 miles; its greatest width is 600. It covers an area of 567,000 square miles. Its extent is six times that of the Great Lakes. It is more than half the size of the greatest inland sea, the Mediterranean, which is 977,000 square miles in area, whereas the second largest, the Caribbean Sea, is 680,000 square miles in area. It is, therefore, the third largest marine area in the world, and is the central drainage reservoir of the drainage of North America, extending to the center of the Labrador peninsula, or some 500 miles to the east side, and to the Rocky Mountains, or some 1,300 miles, on the west. The Winnipeg Basin constitutes a sort of outlier of the region more immediately under notice, since the waters drain into it from the north, south, east and west, and discharge themselves by one great trunk, the Nelson River, into Hudson Bay.

The southernmost part of this basin, namely, the source of the Red River, extends down nearly to latitude 45 degrees. The head waters of the southern rivers of James Bay are not far to the north of Lake Huron, while one of the branches of the Albany rises within 25 miles of the north shore of Lake Superior. Including the Winnipeg system, the basin of Hudson Bay has a width of upwards of 2,000 miles east and west, and a length of about 1,500 miles north and south, and its dimensions approach the enormous area of 3,000,000 square miles, including every variety of climate and soil.

The navigable period of the Strait is variously estimated, but it is assured during normal seasons to exist between the middle of June until about the first of November, or during that period when the great crops would be moved to Europe. A. P. Low of the Canadian Geological Survey made an extended examination and expedition in the country of Hudson Bay on business for the Government. He returned with the general conviction that the ordinary tramp steamers could go to Port Nelson on Hudson Bay, the railroad terminus, from June to the end of December of each year, get cargoes and take them to Liverpool, with no more hazard than by using the St. Lawrence River. He found

and this of itself represents a fair profit to the wheat grower. Assuming an export trade of only 20,000,000 bushels, which should easily be handled in two months of the season by the new railroad, the saving of 15 cents a bushel, being the difference in cost of freight from Port Arthur to the Atlantic seaboard, would amount to \$3,000,000. As a matter of fact, for several years, or until Europe once again reaches a normal situation, the Hudson Bay route will probably carry nearer 50,000,000 bushels of wheat. Therefore, moving a single season's wheat crop will more than pay for the actual



PORT NELSON, HUDSON BAY—CANADA'S NEW GRAIN PORT

cost of the 425 miles of railroad needed to connect The Pas with Port Nelson, which is \$16,000,000.

A very important feature in connection with the new railway is that it will secure quick access to the sea with relation to the shipping of cattle to European markets; this great industry is at present seriously handicapped in consequence of the long journey to be endured under present conditions. It is admitted as a well recognized fact that

this condition rather than the contrary. Therefore, this growing and great industry of Canada and the United States will find in the Hudson Bay route a solution of the present difficulty under which those engaged in the business are laboring.

WORLD CROPS OF 1918

The International Institute of Agriculture at Rome has made the following estimates of the crops of this year:

Spain, England and Wales, Canada, United States,

British India, Japan, Egypt and Tunis produced a total yield of wheat which amounts to about 1,782,563,096 bushels, against 1,533,320,614 bushels in 1917, and 1,669,390,698 bushels, the average for the five years, 1912-1916. The harvest of the present year, therefore, represents 117.1 per cent of that of 1917 and 107.6 per cent of the five-year average. It may be concluded from this that the 1918 wheat crop is very satisfactory.

The rye crop of Spain, Canada and the United States aggregates 112,287,160 bushels, or 127.3 per cent of the average. The total yield of barley in Spain, England and Wales, Canada, United States, Japan, Egypt and Tunis for 1918 reaches approximately 521,767,574 bushels, being about 3.2 per cent larger than the corresponding result in 1917 and 7.2 per cent above the average yield from 1912-1916.

For oats, the crop of Spain, England and Wales, Canada, United States and Tunis amounted to about 2,086,226,351 bushels, which is about 3.4 per cent less than last year, but 12.3 per cent more than the five-year average. This crop may be regarded as satisfactory. The maize or corn crop was disappointing, but only the estimates of the United States and Canada are available. This is given by the institute as little different from the September Government estimate.

The potato crop in France, England and Wales, Canada and the United States is estimated at 910,888,176,240 bushels, a yield 12.3 per cent below last year and 5.5 per cent below the average.

CANADIAN GOVERNMENT HELPS FEEDERS

Farmers and livestock breeders of Canada, says the *Grain Trade News*, are notified that owing to the difficulty in securing old crop feed corn in sufficient quantities for shipment from Chicago to take care of the heavy demand now prevailing, and the danger from heating in handling new crop corn due to its high moisture content at the present time, the Dominion Government reserve supply of 150,000 bushels now in stock at Tiffin, Ontario, is being made available at \$1.40 per bushel, carlots, f. o. b. Tiffin. The Government has already supplied 250,000 bushels of this corn during the past

Owing to the embargo on re-cleaned screenings, there is now an accumulation in stock at Fort William, approximating 1,500 tons, with further quan-



BIG WHEAT RANCH NEAR KINDERSLEY, SASK.

a clear waterway, free from shoals or ledges, straight to Port Nelson, where there is a splendid harbor.

Mr. Low further pointed out that the fact that the new route will be about a thousand miles shorter to Europe, a tremendous saving will be made in transportation of grains and farm crops. The freight upon grain from the wheat belt to Hudson Bay would approximate 10 cents per bushel, the same as to Port Arthur at the head of the Great Lakes; the additional 15 cents from there to the Atlantic seaboard would be saved to the farmer,

cattle shipped from Western Canada to the Atlantic seaboard arrive at the shipping port in poor condition, emaciated by long days of travel by rail. It is also admitted that on the sea journey they gain rather than lose in flesh, if put on board in good condition. Experience proves that after three days by rail travel cattle will deteriorate; that three days is about the limit of the time during which they can travel and maintain the condition in which they are placed on board. This being true, cattle may be transported to Port Nelson without loss in flesh, and the voyage to Liverpool would improve

tities becoming daily available as the cleaning of the crops proceeds. This is being sold at a fixed price of \$36 per ton, in bulk, unground, f. o. b. Fort William, carlots. Feeders are utilizing these screenings to good advantage and considerable quantities have been distributed as far west as British Columbia and east as far as Prince Edward Island. Feeders throughout Ontario have used large quantities of Government screenings during the past year and report exceptionally favorable results. In all, about 10,000 tons of screenings have been distributed by the Government during the year.

A SERIOUS ENEMY OF CORN

The U. S. Department of Agriculture is alarmed over the possibility that future corn crops in this country will be exposed to the European corn borer, the most destructive enemy of corn which has ever invaded this country. The initial outbreak of the pest was discovered near Boston, and thus far the borer has not been located elsewhere than in eastern Massachusetts. "If it should escape to the corn belt," says the Department, "it undoubtedly will become the most destructive enemy of corn which has ever occurred in the United States, because its capabilities of inflicting injury to the crop are almost limitless."

The parent of the European corn borer is a yellowish moth measuring almost one inch across the expanded wings. It lays its eggs upon the corn leaves or the leaves of grasses or weeds in or near the corn field. These eggs soon hatch and young caterpillars appear and begin feeding on nearby leaves. Later they crawl to the unfolding flower heads of the corn and begin their work of destruction. They frequently bore into the tassel stem, devouring its internal portions to such an extent that the tassel will fall off. When the caterpillars become larger they attack the main stalks at the base of the leaves and it is not unusual to find more than 25 insects attacking a single stalk of corn. After the ears are formed they are promptly attacked and seriously injured.

The caterpillar is almost naked, slender, pinkish or dirty white in color, and about three-fourths of an inch in length. Almost invariably it is to be found within the stalk or other portions of the plant. When the caterpillars mature they pupate within the stalks, and about August 1, in the neighborhood of Boston, a new brood of moths emerges to lay their eggs upon the corn. The caterpillars which appear as the result of this summer brood of moths live throughout the winter; even the coldest weather does not injure them in the least. However, at this time they may easily be destroyed by burning such vegetation while it is dry and in good condition to ignite readily. It is more important that all grasses and large weeds which have grown in and near cornfields be burned. Destruction of the insects by burning, as described above, is the only satisfactory means for destroying the pest which has yet been discovered. All efforts to poison the insects have proven both expensive and unavailing. But studies are being made of the pest and it is to be hoped that before it spreads to the West some specific agency will be found to destroy it.

New Elevator in Northern Illinois

Reinforced Concrete Elevator at Dixon Sets High Mark in Structural Features—Designed for Single Purpose of Handling Oats

THERE are a number of reasons why concrete has grown to be the ideal material for the construction of grain elevators. Concrete is durable, fire proof, wind proof, vermin proof, and repair proof. Any one of these factors contains an appeal to the average grain dealer who has decided to build a new grain elevator and, taken altogether, they are well-nigh irresistible. Therefore it happened that the Universal Oats Company of Dixon, Ill., like many others, succumbed to the arguments of the Polk-Genung-Polk Company, of Chicago, Ill., and placed their contract for the new house shown in the illustration, to be Polk Mono-The Universal Oats Company has been manufacturing their of rolled many years. better oats those which fertile fields nois, but it necessary company to

tion, is 70 feet; the diameter, inside measurement, is 14 feet. The interstice bin measures 17 feet 8 inches by 13 feet 11 inches.

Outside circular walls of the tanks are six inches thick, the straight interstice walls have a thickness of eight inches. The roofs of the tanks vary in thickness from six inches at the center to four and one-half inches at the rim. The hoppers of the tanks are pitched at an angle of 45 degrees. They are constructed of brick laid flat way in cement mortar with a half-inch cement dressing on top and clay fill beneath.

The pent house rises 30 feet above the roof of the tanks and contains the elevator head, automatic scale with a capacity of 1,500 bushels per hour, and the necessary spouting to the various tanks. Access to pent house is by enclosed structure built in between the two tanks adjacent to the railroad track. This structure is separated from the elevator legs by a board partition, has floors at convenient intervals and outside walls of stucco.

Steel ladders are nailed to uprights of the stucco wall, alternating from one side of wall to the other on each successive floor. There is a pivoted door at the bottom, which serves as a platform to cars when open, as indicated in the drawing.

The elevator boot extends down 11 feet below grade with reinforced walls one foot in thickness. The receiving hopper is located between the track and the boot, feeding directly into the boot. The inlet to receiving hopper is covered by a grating in a steel frame; in addition there is a metal-covered trap door above, which is closed when no grain is being unloaded.

All concrete work in this structure is of the latest approved type of horizontal and vertical bar reinforcing. The whole grain storage plant is set on a foundation 34x32 feet, with 12-inch footings, insuring absolute stability.

In erecting this plant the Polk-Genung-Polk Company used their well-known Polk System machine for building monolithic concrete structures. This machine is an all-steel equipment which builds exactly perpendicular and true to circle, building walls of absolutely uniform thickness. The real foundation principle of the Polk System machine is a steel center-mast which supports the entire weight of forms, scaffolding and workmen, thus putting no undue strain on freshly poured walls.

The ground plan view of the elevator, shown on the following page, gives an idea of the distributing mechanism of the plant. Three of the circular tanks and the interstice tank, discharge into the boots, from which the grain is lofted and run into the fourth circular bin. This is the only one which discharges to the conveyor leading to the mill so that it is in effect a clearance or transfer bin.

Of all the wheat flour substitutes which have been forced upon the American public during the past year, oats have met with the most popularity and stand the best show of becoming a permanent part of our diet. Substitute flours of corn, rice and potato have made eatable bread and most people have adopted toward it the slogan of the soldiers toward



NEW STORAGE TANKS OF THE UNIVERSAL OATS COMPANY, DIXON, ILL.
Designed and Built by the Polk-Genung-Polk Company, Chicago, Ill.

additional storage to take care of the mill's requirements. The new tanks add 40,000 bushels to the mill's storage capacity and were completed last September. They cover a ground space of 32x34 feet and have a total height of 100 feet with four circular and one interstice tank.

The grain is unloaded from cars into a receiving hopper by power shovel, and elevated to the cupola where it is weighed and distributed to any of the bins. Grain is carried from the bins to the mill by a conveyor in the basement.

We present herewith two sectional plans of the elevator, one a side elevation showing details of construction, the other a ground plan of the tanks. The height above grade, shown in the side eleva-

the army, "You'll like it; you have to!" But oat bread has a flavor that many people actually enjoy and in addition they have learned to use oat meal and rolled oats in a variety of ways, such as in cookies, puddings and biscuits, and will continue to

prairie hay. In the case of alfalfa and prairie, the No. 1 grades of each were employed as the basis of the definite discounts.

As recommended by the National Hay Association and as adopted by the Forage Branch, the discounts will be as follows:

Alfalfa—Standard alfalfa to be accepted at a discount of \$1 per ton below No. 1 alfalfa. No. 2 alfalfa to be accepted at a discount of from \$2 to \$3 per ton below No. 1 alfalfa, according to quality, at the discretion of the Government inspector.

Prairie—No. 2 prairie to be accepted at a discount of \$1 to \$2 per ton under No. 1, according to quality, at the discretion of the Government inspector.

Timothy—Standard timothy to be accepted at a discount of \$1 per ton below the price of No. 1 timothy. No. 2 timothy to be accepted at a discount of

\$2 per ton below the price of No. 1. Clover Mixed—No. 1 light clover mixed to be accepted at a discount of \$1 per ton below No. 1 timothy. No. 2 light clover mixed to be accepted at a discount of \$3 a ton below No. 1 timothy. No. 1 clover mixed to be accepted at a discount of \$3 a ton below No. 1 timothy. No. 1 heavy clover mixed to be accepted at a discount of \$4 a ton below No. 1 timothy. No. 1 clover to be accepted at a discount of \$4 a ton.

No. 1 Mixed Hay—To be accepted at a discount of \$3 a ton below No. 1 timothy.

In formulating the discounts, the National Hay Association selected committees from the hay producing districts principally concerned in the various grades. Samuel Walton of Pittsburgh, Pa., president of the National, was a member of the two committees which decided upon the discounts. The other members of the committee which formulated the prairie and alfalfa discounts included Edward C. Heid of El Paso, Texas, O. B. Hastings of Cairo, Ill., and C. D. Carlisle and J. D. Cole of Kansas City. The committeemen who drafted the discounts on tame hay included, besides Mr. Walton, the following: Secretary J. Vin- ing Taylor of the National; S. W. Kemp of Spencer- ville, Ohio; D. W. McMillen of Fort Wayne, Ind.; Frank Young of Lansing, Mich.; Dan S. Wright of Weedsport, N. Y., and J. P. O'Hara of Moravia, N. Y. The ending of the war has by no means de- creased the Governments' need of hay for transport animals will be needed in France until the last sol- dier is returned.

MECHANICAL NEEDS OF COUNTRY ELEVATORS

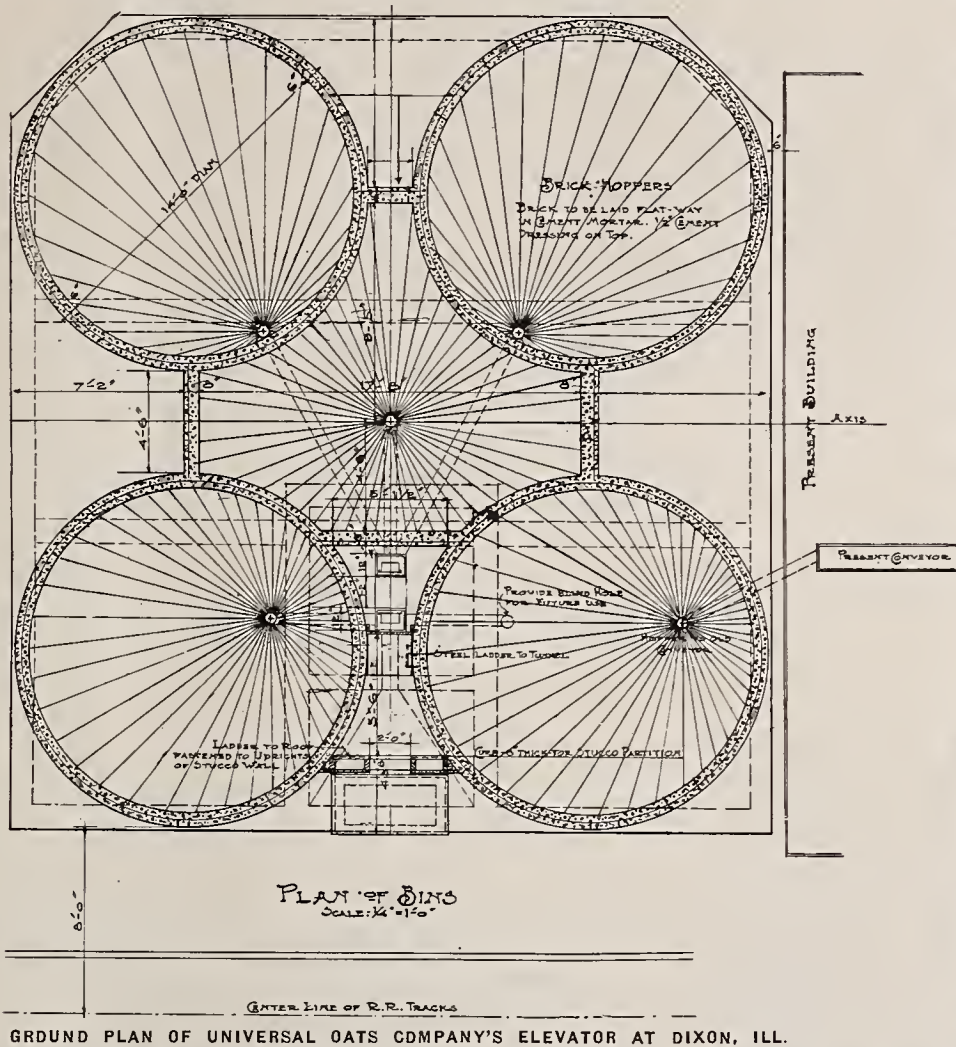
A contributor to *Wallaces' Farmer* who spent some time among co-operative elevators in a part of Iowa where the movement is old, gives the views of some of the managers as to the mechanical needs of an elevator building, which are valuable as the results of actual experience in operation.

The need of ample room was particularly empha- sized, both for machinery and for storage. The lat- ter was said to be necessary if the most was to be made of the grain taken in, since some grading is necessary if the whole mass of grain is not to be adversely affected by a few loads of poor grain.

Houses with only one elevator leg are at a serious disadvantage in handling grain, since often it is de- sirable to be loading a car and yet be able to re- ceive grain, possibly of another kind. Machinery facilities for cleaning grain, scouring barley and the like were among the needs of some of the houses which felt the lack of them.

The need of cement floors in keeping out rats and mice and saving spilled grain was emphasized. It was stated that the amount of grain saved by ce- ment floors would go far towards paying for them.

None of the ele- vators visited by the farm journal contributor did any feed grinding, several doubting if it would pay; but several others thought it might pay if there were no competi- tion from a grist



GROUND PLAN OF UNIVERSAL OATS COMPANY'S ELEVATOR AT DIXON, ILL.

use them when the necessity for conservation pur- poses, has passed. So the oats products manufac- turers hold a favorable position among cereal mak- ers and the Universal Oats Company is in a posi- tion to make the most of the opportunities that the situation affords. On November 1 there was a larger stock of rolled oats in the country than of cornmeal, the figures being 70,624,761 pounds and 69,299,044 pounds respectively. This shows the re- gard in which oats have come to be held, particu- larly as 90 per cent of the oats were in the hands of grocers and about 30 per cent of the cornmeal was still in the mills.

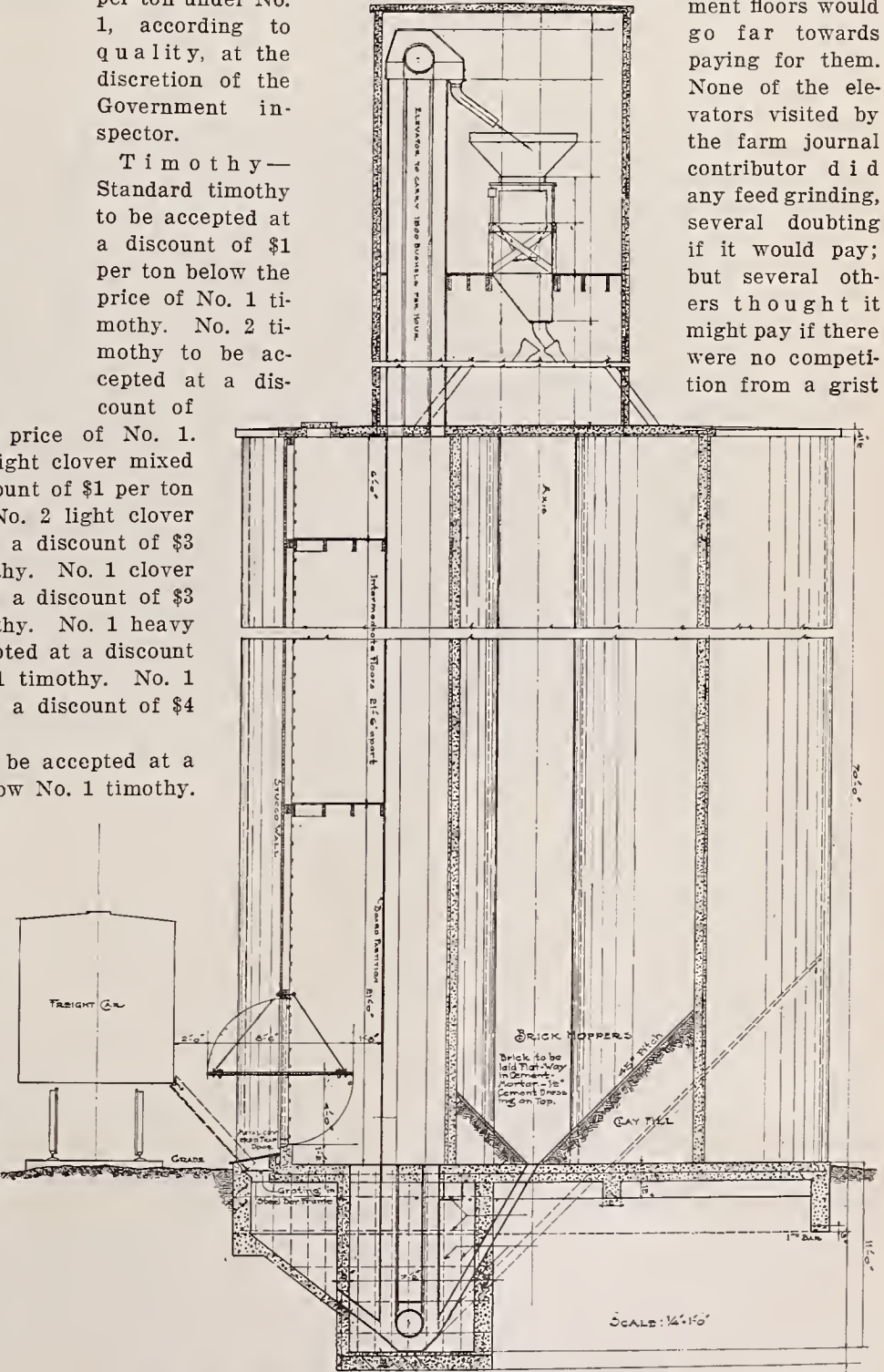
GOVERNMENT ADOPTS HAY DISCOUNTS

With formal recommendations from the National Hay Association, the Forage Branch of the Quar- termaster Corps of the United States Army has adopted a definite scale of discounts to apply on hay shipments which grade below its contract specifications. These discounts are to apply on the grades of hay which are within the specifications of the Quartermaster General, as no other qualities can be accepted by the Forage Branch.

The adoption of the definite scale of discounts means a welcome departure to dealers in the meth- ods of purchasing hay for the army. The movement for such a scale of discounts was initiated by the trade through the National Hay Association. Upon agreement by dealers as to the differences which would be equitable upon the various grades ac- cepted by the army, the proposed discounts were submitted to George S. Bridge of Chicago, Chief of the Forage Branch, for adoption. The scale becomes effective at once, and Mr. Bridge has announced that the differences on the various grades will be embodied in all contracts made by the Forage Branch with dealers.

The discounts on tame hay were worked out by a special committee of the National Hay Associa- tion with No. 1 timothy as the basis. Action was taken on tame hay first.

In the past week a special committee of the National Hay Association met in Chicago and agreed upon discounts to apply on alfalfa and



SIDE ELEVATION OF THE NEW STORAGE TANKS AT DIXON, ILL.

mill and "if the building were equipped with a cement floor."

Several of the managers spoke of the importance of having a reliable automatic scale for weighing grain into cars, and those using the weighing scale in connection with the dump were emphatic as to its value in saving time and insuring accuracy.

In addition many elevator managers have found that seed separating and cleaning machinery paid a high dividend on the investment, and helped the community in bettering crops.

Response to the Waterway Movement

Installation of Barge Service from St. Louis to New Orleans Awakens Interest Through Mississippi Valley

THE manner in which markets respond to the steps that have been taken in improving traffic conditions on the Mississippi and its tributaries is interesting. New Orleans realizes fully the importance of the movement, not only to itself, but to the entire Mississippi Valley. The Association of Commerce of that city recently extended an invitation to shippers for a conference on the subject. The call was issued to all who have business interests in the Valley. The time set for the conference is January 13 and 14, and the purpose of the meeting is to organize the shippers to use their influence in getting adequate barge service on the rivers and a full amount of tonnage for foreign service, as well as for the improvement of rail service and the betterment of terminal facilities at all points on the waterway system.

St. Louis has shown her interest by her works, for the past two months she has been sending regular shipments to New Orleans by boat. And it is of interest to note in this connection that the bulk of these shipments have been grain delivered at 20 per cent less than the rail rate and in not very much less time. St. Louis is bound to be a big gainer under the new order. On December 7 Director General McAdoo announced that joint rail and river rates will be established between points in the states of Minnesota, Wisconsin, Iowa, Illinois and that part of Missouri north of the Missouri River on the one hand, and New Orleans and Southern points.

In this connection A. W. Mackie, manager of the Mississippi Section, stated that the reduced joint rail and river rates would place Chicago in the river traffic, in that it will permit the making of rail and river rates that will preserve the St. Louis-New Orleans differential of about 20 per cent less than the rail rate.

During the summer months St. Louis will be at the head of navigation, but Mr. Mackie has announced that the service would continue through the winter making Cairo the head of cold weather navigation, as ice south of that point does not become heavy enough to interfere with traffic as in the case of St. Louis.

PEORIA AWAITING DEVELOPMENTS

The Peoria market, like other Illinois River points has heard so much of waterways development from politicians and so little from practical business men, that she is waiting until the project is under way before committing herself. But the following letter from P. B. & C. C. Miles shows that they appreciate the full value of the general proposition:

We know so little about the progress of the waterway that we do not feel ourselves competent to speak in any direct way concerning it.

As a general proposition there is no question but that water traffic will be beneficial directly to every port that possesses it and indirectly to the whole country surrounding. We judge from what we see from time to time of those who are interesting themselves seriously in the matter that it will not be long before the great river waterways will be improved to an extent that will make them very valuable as a means of transportation. When that time shall have arrived there is no doubt but that the whole country will receive great benefit.

OHIO RIVER HEARD FROM

The Ohio Valley has been interested in the waterways project as long as the Mississippi and the subject is as important there as on the north and south route. W. H. Small & Co., Inc., of Evansville, have been working for water traffic as the following letter testifies:

Editor American Grain Trade:—If there was a regular barge line or steamboat line between our point and southern Mississippi Valley points, it is quite likely that we would be able to work up a good trade to be moved in this way. However, at this time we are not getting into that territory on account of the unfavorable rail rates, and it would be a question of how much business could be worked up. We feel confident, however, that we could get a fair volume of business

from that territory, as believe we are in position to name just as attractive prices as other points.

We do believe that barge or steamboat lines would compel the railroad companies to put in more reasonable rates, especially on export stuff, and while we have not been going after this business, we understand thoroughly that the rates work against exporting via southern ports. This we feel is entirely wrong.

Evansville has been fighting for the improvement of the Ohio River for a great many years and we will continue to fight until we get what we want. Regular river transportation would, no doubt, be more advantageous to our manufacturing interests than it would be to us. However, we are just as anxious for Evansville to have proper river transportation service as if we were going to get all the benefit ourselves.

MEMPHIS IS WAITING TO BE SHOWN

The U. S. Feed Company of Memphis, speaks for that market. Much money is being spent in river terminals but the bulk grain business is not receiving attention as yet.

Editor American Grain Trade:—If the Mississippi River development project can be divorced from politics, and facilities provided for the practical commercial handling of commodities, we would say that no greater returns would enure to the populace of these United States from any other source.

In its present shape it is a potential factor in the makeup of the freight rate structure of the entire nation; and if developed in a business like way, would become the actual factor.

However, it strikes us that the development to a

ments are moving from the Northwest to Eastern ports. We have not yet seen one of their tariffs but we presume a tariff and full information can be secured by writing Captain Mackie of the Barge line at St. Louis.

So far as Cairo is concerned, it will be interesting, no doubt, for you to know that this point will be the winter headquarters of the barge line, at least press reports based on statements made by officials of the barge line, so indicate.

You understand, of course, that for quite a period during the winter months the river Cairo to St. Louis is not navigable on account of the ice interfering. The channel Cairo to New Orleans being open 12 months in the year, naturally this market is the real head of river navigation between Cairo and New Orleans. Just what actual advantages will accrue to this market in regard to this particular matter remains to be seen.

There has been some space so we understand engaged for shipment of grain Cairo to New Orleans, the next trip down, taking the approximate equivalent of 65 cars.

AMERICAN MILLING COMPANY'S GREATLY IMPROVED STORAGE FACILITIES AT PEORIA

One of the big firms whose facilities were invoked by the Government to "help win the war" was the American Milling Company, of Peoria, Ill. This company is the pioneer in the manufacture of mixed feeds for live stock, and its two large plants are devoted exclusively to the production of the famous Sucrene Line of feeds. The main plant, located at Peoria, Ill., has a capacity of 600 tons daily; the auxiliary plant, at Owensboro,



PLANT OF THE AMERICAN MILLING COMPANY, PEORIA, ILL.

large extent, has been begun from the wrong point. Facilities in the terminals preclude the possibility of handling any large quantity of heavy commodities that really "pay the freight."

Take the situation at Memphis, where some quarter of a million dollars is being expended for river terminals; with no thought being given to the handling of other than small package freight; whereas, with the money available a terminal grain elevator could be installed with facilities for handling bulk grain.

The cost of putting sacked grain on the boats in Memphis is 4 cents per hundredweight; the freight rate all rail from Memphis to New Orleans, Mobile and Gulfport is 7½ cents per hundredweight; the cost of unloading and store door delivery in New Orleans is 4 cents per hundredweight; therefore, the water line would have to pay us ½ cent per hundredweight together with the insurance, in order to get us to allow them to handle our grain for nothing.

Certainly we could not advocate the raising of rail rates, which are already on a revenue paying basis, in order that waterway competition might be developed.

CAIRO READY FOR SERVICE

The following letter from the Halliday Elevator Company of Cairo, shows that that market is ready to do its part as soon as the rail-river rates are put into effect:

Editor American Grain Trade:—Acknowledging receipt of yours of the 30th which refers to river traffic, we beg to advise you that according to our understanding, the river rate on grain is and has been since the inauguration of the barge service, 20 per cent less than rate via all rail.

The general manager representing the Federal Government in connection with the barge line, made the statement in the writer's presence at a meeting held some months ago here, that they would issue in due time and as we understand it, they are even now issuing through bills of lading, rail and water, in other words, on the same plan as the lake and rail ship-

Ky., has a daily capacity of 400 tons. To insure the steady operation of these plants requires enormous reserve supplies of grains and other raw materials, and to meet this requirement the company has just completed extensive enlargements of its receiving, storing and shipping facilities, principally at Peoria.

Among these is an absolutely fire proof elevator with not a stick of wood in its construction. It is built entirely of reinforced steel concrete, with a capacity of 750,000 bushels. Receiving and shipping facilities in connection with the elevator are unsurpassed, permitting the handling of 100 cars bulk grain per day. Receiving tracks have two unloading legs with double pits, unloading four cars every 15 minutes. On the opposite side two outloading spouts and double track afford ample shipping capacity.

Besides the new elevator the company has erected a 150,000 bushel concrete working house, 300,000 bushel concrete storage tanks and double Hess Drier manufactured by the Hess Warming & Ventilating Company of Chicago. The drier was completed in December last year, in time to handle the wet corn, and took care of 5,000,000 bushels of corn in four months.

One of the purposes of the improvements made by the company was to increase its capacity for merchandising grain. Large orders from the War Department for supplies of sacked oats to overseas and domestic cantonments were met expeditiously by the installation of automatic scales and

December 15, 1918

sewing machines, for sacking eight cars daily. The company is therefore equipped for taking care of business in this line.

The American Milling Company has been in business for 13 years and is recognized as one of the leading concerns of its kind in America. Its Peoria plant occupies 35 acres, and in connection with it the company operates a large experimental farm on which all Sucrene feeds are constantly given practical feeding tests, to insure their uniform results producing quality.

SOUTH AFRICA TO BUILD BIG SYSTEM OF GRAIN ELEVATORS

A recent Daily Consular and Trade Report contains a digest submitted by Consul General George H. Murphy, of Cape Town, South Africa, covering the report to the High Commission for the Union of South Africa by the committee appointed to consider the questions of establishing grain elevators in South Africa.

Consul General Murphy's digest says in part:

For many years past the interests concerned in South Africa have urged the adoption of the elevator system, and in 1911, the late Sir Thomas Price, K. C. M. G., recommended that elevators be erected in South Africa.

The evidence taken by the committee shows that every interest concerned in the grain industry—the general business community, official and shipping circles, banks and others—strongly urge the immediate adoption of the elevator system.

The disabilities inseparable from the present system are so pronounced that the substitution of the elevator system for the present system is essential to secure a sustained large increase in the grain production of South Africa, the possibilities of which are enormous.

It is demonstrated that under anticipated post-war conditions, and taking a conservative estimate of certain savings which can be definitely located, there should result from the elevator system—when it became fully established and the industry had been adapted to the bulk system—a direct financial saving to South Africa of at least £500,000 per annum, after paying interest, depreciation, repairs, and cost of operation of the elevator system. In calculating the above savings, no charge has been made against the present system for interest, depreciation, and repairs for railway, harbor, and private sheds and stores used for grain, whereas the elevator costs include those items. The above estimates do not include the following material advantages, which can not accurately be expressed in figures: (1) Savings to railways and harbors through more rapid handling and movement of grain traffic; avoidance of congestion and of detention of trucks, etc. (2) Savings to railways and harbors through economy of space, lesser expense for harbor land, sheds, wharves, channels, etc., and through costly harbor extensions being avoided. (3) Pooling of maize for rail transport. (4) Advantage of negotiable certificates, which will facilitate trade and reduce cost of marketing. (5) Impetus to increased production resulting from improved storage and transport facilities, better returns received by the farmer, and more stable market conditions. (6) Release of labor for productive work. (7) Elimination of disputes, re-weights and grades.

For reasons given the committee is of opinion that a material increase in the maize production of South Africa may be expected in the near future.

The committee recommends that elevators of the capacities shown below be erected at the earliest possible time at the undermentioned places:

Port elevators:	Bags.
Durban	300,000
East London	200,000
Cape Town	200,000

Total port elevators700,000
Country Elevators:

(Then follows a list of 62 proposed country elevators, ranging in size from 60,000 bags down to 10,000 bags.)

Total country elevators 1,165,000.
Grand total, port and country elevators, 1,865,000 bags to cost £956,000.

It will be observed that the direct financial savings to South Africa, after paying interest, etc., and cost of operation of the elevator system, are estimated at not less than £500,000 per annum, so that they should in two years amount to more than the total capital cost of the elevators.

It is not certain that the total costs of erecting elevators would be lower after the war than at the present time; but even if they were, any savings in initial costs which might be gained by postponing erection until after the war would be less than the loss which would be sustained in a month or so by a continuance of the present system.

It is estimated that the total annual costs for interest, depreciation, repairs, and costs of operation of elevators should not exceed: Port elevators, 2d. per 200 pounds; country elevators, 3d. per 200 pounds; general administration and contingencies, 1d. per 200 pounds; total for two elevators, 6d. per 200 pounds.

It is recommended that the elevator system should be owned by the Government and operated by the Administration of Railways and Harbors.

It is necessary to emphasize that the port elevators would not be ready for use until about 15 months had elapsed from commencement of work—6 months for preparation of foundations and 9 months for erection of the elevators, including storage bins, machinery, etc. An investigation on the spot by a consulting engineer to decide details of designs, sites, etc., would occupy several months. Two months would probably elapse from the time a European or American consulting engineer was selected until he actually commenced work in South Africa. Some time would be absorbed in arranging the details of erection. It is therefore evident that the port elevators would not be available for use until at least one and one-half years later, if the Government decided to provide elevators. If, therefore, the elevators are to be available for the 1920 crop, it will be necessary for an

early decision to be come to on this question, and thereafter for prompt action to be taken by all concerned.

In conclusion the committee recommended that a consulting engineer with special experience in grain elevator construction be immediately engaged to investigate South African conditions and advise the Government. Pursuant to this recommendation the Government of the Union of South Africa has published in this country and in Europe an invitation to grain elevator engineers to make application for the position.

The engineer chosen will be required to visit South Africa, advise the Government on the subject generally and prepare full report with details and specifications. Applications should go to the High Commissioner for the Union of South Africa, 32 Victoria Street, London, S. W. While applications have been asked for December 1, it is intimated that later applications "from overseas" will be considered.

THREE STARS FROM THE ST. LOUIS GALAXY

The organizer and president of the Martin Mullally Commission Company of St. Louis wears a pin with three stars representing his triumvirate of sons in the service. Martin Mullally is one of the



MARTIN MULLALLY AND HIS THREE SERVICE STARS

best-known figures on the St. Louis Produce Exchange, having been a member for more than 30 years.

The boys are John, at the left in the illustration, in uniform; Thomas G., and Martin, junior, below. John has been associated with his father in business since 1914. He is in the motor truck squad, Quartermaster's Department, at Camp Funston, Kan. Thomas G. is in the Cadet Unit at St. Mary's College, St. Marys, Kan., where he is attending school. Martin, Jr. is in the Motor Transport Service at Ft. Sheridan, Ill.

Now that demobilization has begun on a large scale, the boys will all be out of uniform, in all probability, in the near future. The St. Louis trade will be glad to welcome John back, for with the traditional Mullally instinct he has made a host of friends in his four years' experience with the grain and hay dealers of the great valley.

USING BARLEY FOR FEED

With the closing down of the breweries on December 1, one of the largest sources of feed, brewers grains, is off the market entirely. In addition to this, the high extraction requirements under which the flour mills have been operating until last month have still further reduced feed stocks.

The Food Administration has called attention to the abundance and relative cheapness of barley as a feed for livestock. Barley is an excellent feed,

but except for poultry, should be ground to secure full results. The Food Administration is urging the dealers to put in supplies of ground or whole barley, and is pointing out to the farmers the advantages of its use under present conditions. The principle of using a less familiar animal feed in place of another in which there is a shortage is merely a working out along another line of the readjustments which have already been made in human food.

ELEVATOR SHORTAGE AT PORTS

The Committee on Car Service and Demurrage, in a recent report to the National Association of Railway and Utilities Commissioners, draws attention to the congestion which has resulted at various times in the past two or three years as a result of the inadequate storage facilities at Atlantic ports.

The report of the committee coincides with the view expressed by various experts, that there is one weak link in the transportation chain in the United States, agreeing with the experts that "deficiency of elevator capacity" on the Atlantic Seaboard caused the so-called "car famine" of 1916. It was also admitted that a like lack may produce a similar famine at any time, in spite of elaborate precautions

that have been taken by the Government. The report holds that it is well worth the attention of the Association to take cognizance of the situation, and adds that unless the Government has already taken active steps to supply the deficiency in grain storage facilities on the Atlantic Seaboard, it should exert its influence in every way possible to obtain this result.

The report adds that since the period referred to several large grain elevators on the Atlantic Seaboard have been destroyed by fire and have not been replaced. In recommending that the Government cause to be erected at suitable seaports a number of grain elevators of sufficient capacity to handle the overseas shipments of grain advantageously, it is proposed to name a committee to take up the matter actively with the Federal authorities.

The present capacity of Atlantic port elevators in this country is as follows: New York, 9,380,000 bushels; Baltimore, 5,650,000 bushels; Philadelphia, 4,250,000 bushels; Boston, 2,500,000 bushels; Portland, Maine, 2,500,000 bushels; Newport News, about the same as Baltimore's. This storage, except at one or two ports, in ordinary years is adequate to handle all the grain offered, and what would have been sufficient in the last two years would have been absolutely out of proportion to the ordinary business. There remains as objection to the plan the possibility of an increased use of Gulf ports as grain export depots, and the Gulf ports are well supplied with modern elevators.

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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

CHICAGO, ILL., DECEMBER 15, 1918

SECRETARY HOUSTON DISCREDITS WHEAT DATA

THE commission which will have the duty of determining the cost of raising wheat for the purpose of settling the final price for next year, will not have a bed of roses to lie on during the hearings. In the first place, a very strong political pressure from the agricultural district will be applied to make the price as high as possible. This lobby, if it can be so termed, will be well organized and important. In the second place it will be difficult to collect accurate data on the subject. That which has been submitted by the Federal Office of Farm Management and by the committee, consisting of the president of the Kansas State Agricultural College, the chief in crops of Purdue University, an agricultural economist of the University of Wisconsin, an agronomist of the Pennsylvania State College, an assistant in farm management of the University of Minnesota, and a farm economist of the Agricultural College of Texas, has been repudiated by Secretary of Agriculture D. F. Houston as being incomplete and not representative. Other experts are at work on the subject now, but the country is broad and conditions vary so greatly in different sections that an average will be difficult to strike.

If we should dare make a guess on the matter, which we do not, we would say that, in view of the fact that the Government stands to lose a very great sum at the present price, that the fixed price of wheat will not be raised. Australia is offering 1,000,000 tons at \$1.18, and Argentine and India will be satisfied with less than our farmers are guaranteed. Only the unprecedented demand from Europe can save

the situation for the Grain Corporation, and even this demand may not be sufficient to sustain the export price, in which case the Government will have to foot the bill. However, it is a legitimate war expense, for the Administration had to be assured of food before any of its great war plans could be perfected, and the speedy end was largely the result of the magnitude of those plans.

RAIL-RIVER RATES

NOW it is up to the various markets on the rivers leading to New Orleans. Director-General McAdoo has promised that rail-river rates will be put in effect, preserving the St. Louis-New Orleans differential of about 20 per cent less than the rail rate. This removes the last artificial barrier to river shipments of grain. The only thing that can defeat this old-new commerce is the factor of competition which will be determined by handling costs. If grain shippers rely on old time facilities with manual labor, they will lose out. The only way to take advantage of the lower rate afforded is to have bulk handling facilities at the river terminal.

Many cities along the waterways of the Mississippi Valley have spent great sums for river front improvement and modern river terminals. But in a number of these grain has been wholly neglected. A modern elevator on the river would produce more tonnage at cheaper cost than miles of package freight warehouses and would insure a large measure of prosperity for the town. It is strictly up to the grain dealer whether he wants a share of this Southern grain and seed business and the advantage of cheaper rates to an export gateway. There is no reason why the Valley should not empty a large share of its grain through the Gulf instead of through the Great Lakes.

RECONSTRUCTION CONFERENCE

EVERY branch of American industry was represented at the Reconstruction Conference at Atlantic City during the week of December 2, called by the Chamber of Commerce of the United States. On December 5, Major Group No. 1, Food Production and Exchange, met and adopted 28 resolutions for submission to the Clearance Committee of the conference. Among these resolutions were the recommendations for a return to pre-wartime conditions in the grain trade; urging uniformity of pure food laws and state weights and measures; requesting employers to claim former employees on their return from service.

The recommendations of the conference will be at the disposal of Congress, but what are mere business men to senators and congressmen from agricultural states. If the farmers of those states want abolition of future trading as a part of the reconstruction program, the recommendations of business men would have no weight. If the farmers think that the Governors of the surplus grain states should appoint a commission to fix grain grades each year, there will be plenty of

congressmen ready to introduce a bill to bring it about. Fortunately, however, the rural congressmen are in the minority and the others are close enough to industrial workers, employers and employes, to understand that now of all times must we avoid class legislation. Congress is faced with its greatest responsibility; by its acts within the next two years the country will be united as never before, or else it will be divided into classes that will form breaches requiring years and much travail to heal.

We hope for the return to pre-war conditions in the grain trade, but it will not be brought about at once nor for some time to come, nor at all unless the trade exercises its utmost vigilance and inaugurates an educational campaign that will show to every legislator and leader of thought the true relation of each branch of the grain business to the structure of the whole.

PROMPT RETURNS

A STATE Association recently passed a resolution, instructing its officers to take up with certain Boards of Trade the question of delayed accounting by their members, shippers having complained that their unloading weights were a long time in being returned. Just what effect such a complaint could have on a terminal market organization is a question. But whatever the effect, there is a much quicker and surer remedy for the trouble.

In every terminal market in the United States there are plenty of commission men and cash buyers who make a point of making immediate returns on every car received. If the men you have been doing business with are remiss in this regard after having had the matter called to their attention, make a new connection with a firm that will give you service. Service is what the commission man has to sell and if he doesn't give it, then you are paying something for nothing and are patronizing a man who doesn't deserve it, when there are plenty of responsible firms who do.

It is a splendid thing to stick by old friends, but when that friendship is abused it is time to make a change.

A NEW HAZARD

FIRE hazards in elevators have always been numerous enough, goodness knows, and now we have the war to thank for a new one in those houses that burn soft coal or carry coal as an adjunct to their grain business. William Spokes of the Mutual Fire Prevention Bureau informs us that the losses paid for fires caused by storing soft coal exposed to combustible property, for the 10 months of 1918, are about 300 per cent greater than for the combined seven-year period previous to 1918.

With the pressing shortage of anthracite coal last winter a vast amount of soft coal was moved into districts that had little knowledge of its properties or correct use. It was stored in any and every convenient place, with no regard to its danger, and as a result many piles heated and

ignited through ignorant or careless storage, or were fired from ashes or burning rubbish. As Mr. Spokes says: "Ordinary common sense in storing soft coal would prevent this hazard." Unfortunately ordinary common sense is not ordinary at all; it is really extraordinary wisdom.

WILL RAILROADS RETURN TO PRIVATE OWNERS?

FUTURE control of the railroads of the country is the biggest issue that the people must face. President Wilson has put it up to Congress and whether or not Congress accepts the buck remains to be seen. They may let the issue slide until the lapse of 21 months returns the roads to original owners automatically, or they may decide for Government ownership or for Federal control. Director-General McAdoo has proposed Government operation for five years in order to give the unified control a thorough test, before deciding definitely one way or another.

There are a great many people in the country who feel that public utilities can always be operated better by private than by Government control; that poor private management is better than good public management. On the other hand, there are, perhaps, just as many who feel that many of the railroads have been worked for capitalistic interests rather than being made to work for the public. Both of these factions have their minds made up and it is quite likely that a 5-year trial would not change their opinion.

But this is too important a question to be pre-judged by selfish interest or dogmatic dicta. The question resolves itself into this: Has the past experience of Government operation warranted an extension of the experiment? Shippers are in the best position to judge. Does your personal experience lead you to believe that the Government can do better than private owners?

GETTING BACK TO NORMAL

GRADUALLY the restrictions that the trade has been contending with are being removed. The trading period has now been extended to the pre-war basis, although the limitations on amount of future trades is as strict as ever. The Food Administration is determined that excessive speculation will not be permitted. The point where necessary speculation ends and excessive speculation begins has been set at an arbitrary figure premised on bushels of grain and not upon the volume of legitimate business that should be protected by a hedge.

The whole policy in regard to futures adopted by the Food Administration seems to be based on the assumption that speculation is predicated on a desire to manipulate the market by a few large operators. Whereas the purpose and value of speculation is to spread the carrying charges of grain as thin as possible, giving opportunity to the greatest number to share the burden. Occasionally the function of futures trading has been abused, but the harm that has been done has been many times over compen-

sated by the good. But the benefits of speculation seem to have made no impression on the Administration.

Another privilege that has been returned to traders is the forecasting of the trend of grain prices for the benefit of their customers. This is usually given out in advice to buy or sell, and the house that would exploit its friends for the sake of a cleanup is rare indeed. Speculative traders depend on the good will of the trade, which is gained largely on the high average of accuracy in predicting the market. It would be a very short sighted policy that would forfeit this good will for a temporary gain.

This relief from restriction in itself is little enough, but at least it indicates that the apex of control has been passed and we are on the line approaching normal.

PREPARE FOR FEED RUSH

THE Government report of corn shortage will make elevator operators consider seriously the opportunity that is presented for handling mixed feeds. With the price of cattle at \$20.50, the high mark on November 11 at Chicago, and the hog price virtually fixed through January, feeders will find that it will pay to finish stock carefully, no matter what price they have to pay for feed. The scientific rations for stock that are made by the reputable feed manufacturers are probably lower now proportionately than they will be in any of the winter months to come, and the certain demand for feeds would seem to make it advisable for elevators that have storage room to stock up now, when the feeds are lower in price than they will be later, and while transportation is open. While the open fall has provided an exceptional pasturage, there will be a big demand for concentrated feeds for finishing and this seems to be an opportune time to buy them.

A TWELVE BILLION CROP

INCOME taxes from farmers ought to amount to considerable this year, for the Government crop report for December estimates that the value of farm crops this year is \$12,272,412,000. Final figures on the principal cereals are: Winter wheat, 558,449,000 bushels; spring wheat, 358,651,000; all wheat, 917,100,000; oats, 1,538,359,000; barley, 256,375,000; rye, 89,103,000; and corn, 2,582,814,000 bushels.

This leaves 337,000,000 bushels of wheat surplus for export after allowing 470,000,000 bushels for domestic consumption. Up to December 1, 115,000,000 bushels have been exported.

The corn crop is 167,000,000 bushels under the November estimate, and as the average domestic consumption for the past five years has been 2,723,000,000 bushels, which is less than this year's total, the corn report is bullish.

Hay shows quite a material shortage over last year, the production being 75,459,000 tons of tame, and 14,374,000 tons of wild hay. But neither for animals nor people is there any material danger of starvation.

EDITORIAL MENTION

No more permits required on coarse grains. Now perhaps we'll see some of that bumper corn crop.

How long would it take for an overrunning scale to lose more money than a scale inspection would cost?

After taking a look at the International Stock Show one wonders how a mere 3,000,000,000 bushels of corn could produce so much pork and beef.

Liberty Day, November 11, has been declared a legal holiday in computing time under the uniform demurrage and storage rules.

Apparently the only way for an inspector to satisfy Minnesota farmers on the wheat grades, is to shut his eyes and call everything No. 1 Dark Northern Spring.

Winter wheat acreage announced on December 16 is 49,027,000 acres against 42,301,000 acres last year. The condition is 98.5 compared with 79.3 in 1917. Rye acreage is 6,820,000, as against 6,708,000 and condition is 89 as against 84.1 last year.

The increased wheat acreage this fall has alarmed the Food Administration, who are responsible for its disposal. Mr. Barnes has called a halt on further expansion, but the peace news makes his warning unnecessary as there will probably be more money in feed grains.

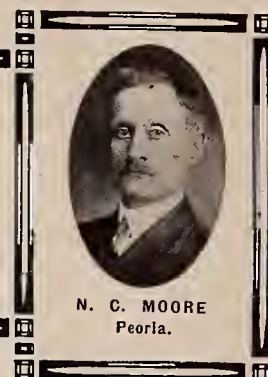
Federal Trade Commission and Food Administration and State controllers' reports may have been a double blank nuisance, but they have taught most grain dealers how to keep track of their business without depending on their bank statement to tell them whether they have made money or not at the end of the year.

There has been an almost unanimous outcry against the proposed moisture content in the oats grades. Moisture in oats is of small importance compared with other grains, and in normal years the best grades of oats would have to be discounted heavily, for few of the middle states oats carry less than 13 per cent and the majority carry 14 per cent or more of moisture.

The second annual Christmas Roll Call of the Red Cross will be held the week of December 16 to 23. Last year 22,000,000 adults and 8,000,000 children became members of the organization. This year there should be more, for the work of the Red Cross now extends practically across the whole face of Europe, and there are millions of suffering men, women and children who can look to no other source for relief. The accounts of the Red Cross are audited by the War Department and every cent is accounted for.

A. F. EATON
St. Louis.

NEWS OF THE TERMINAL MARKETS

N. C. MOORE
Peoria.

COMMISSION RATES ADVANCED

The commission rates on wheat to arrive, on the Chicago Board of Trade were advanced late in November from $\frac{3}{4}$ to 1 per cent per bushel. The vote on the change was 295 for, to 109 against.

NEW OFFICERS AT SIOUX CITY

At the annual meeting of the members of the Board of Trade of Sioux City, Iowa, officers were elected as follows: President, J. A. Tiedemann; vice-president, J. J. Mullaney; treasurer, M. King; secretary, J. C. Mullaney. Paul Larson is chief grain inspector and weighmaster.

ELECTION AT OMAHA

At a recent meeting of the Board of Directors of the Omaha Grain Exchange, officers were elected as follows: John T. Buchanan, of the Omaha Elevator Company, president; Otis M. Smith and Charles H. Wright, vice-presidents; E. E. Huntley, treasurer; Frank P. Manchester continues as secretary. Mr. Buchanan has served on the Board of Directors for several terms and moves up to his new office from the vice-presidency.

WHITE CORN NOT A "FUTURE" COMMODITY

Pope & Eckhardt Company of Chicago, commenting on white corn December 12, say:

"The demand was flat late in the day, white corn especially slow. We seriously doubt the necessity, or any satisfactory results from a trade in white corn for future delivery. Such an innovation is more likely to breed market congestion and seriously annoying situations, such as have been severely criticised in the past. Users (and therefore the principal buyers) of such special commodities are too apt to stand unceremoniously on technical prerogatives."

VIVE COLONEL STREAM

"Col. Stream is making corn free," says C. A. King & Co., of Toledo, in December Letter. "He is in charge of the Coarse Grain Division of the Food Administration. He understands the grain business from A to Z and is an excellent man for the position he so well fills. He now permits trading in any month in corn, oats, rye and barley. You can spread 200,000 bushels between the different grains, thus affording a demand for depressed grains against sales of other grains. Speculative accounts are still limited to 200,000 bushels. Open contracts for the current month are not allowed for any person who is not duly licensed by the Food Administration. Restrictions still on in provisions."

PRESENT SITUATION GOVERNS

In its "Grain Trade Review," the *Rosenbaum Review* of December 14 says:

"The grain trade in general is far out of touch with the world's food situation. This is shown by the rash statements made as to the probable course of values. If you will remember it was the same when war was declared. Some then looked at the price rather than the situation, and became bears on wheat while it advanced over \$1.50 per bushel. It is practically the same thing now. They look at the price of corn rather than at the demand. The size of the crop is known. The Government final returns made it 2,582,000,000 bushels, against the revised estimate of 3,065,000,000 bushels last

year. This with the November 1 carryover of 118,000,000 bushels makes a total supply of 2,700,000,000 bushels, against 3,100,000,000 bushels by the same method last year. Average farm consumptive requirements of the country are around 2,500,000,000 bushels, but this is based to a great extent on the size of the crop. In 1913 consumption was over 2,800,000,000 bushels and the same was witnessed last year."

WILLIAM H. BARTLETT PASSES ON

The news came to Chicago on December 10 that William H. Bartlett, senior member of the Bartlett Frazier Company of Chicago, had died the night previous from heart disease on his ranch at Vermejo Park, New Mexico. He was 68 years of age.

Mr. Bartlett was for many years a prominent figure in grain circles on the Chicago Board of Trade. He was born in Peoria, Ill., April 27, 1850, and was the son of A. P. Bartlett, a pioneer mer-



THE LATE WILLIAM H. BARTLETT

chant of that city. After graduation from Dartmouth College in 1870 he immediately engaged in the grain business at Peoria with his brother, S. C. Bartlett. Following a very successful business at Peoria he removed with his brother and Frank P. Frazier to Chicago in 1888 and organized the firm of Bartlett Frazier & Co. The growth of this firm is well known. It built and operated grain elevators merchandising grain on a very large scale. Mr. Bartlett became also associated with James A. Patten in very extensive operations. He made his home in Evanston where he resided many years. His wife died in 1904, leaving a daughter, Mrs. W. C. Deering of Honolulu, H. I., and two sons, Norman W. Bartlett of Vermejo Park, and William H. Bartlett, Jr., of Santa Barbara, Cal.

Mr. Bartlett retired from active business July 1, 1910, and moved to his New Mexico ranch, said to be one of the finest in the country, both in size and equipment. He built three large residences for himself and his two sons and erected a model settlement out of a wilderness 18 miles from a railroad. He built half a dozen camps and a number

of small lakes, stocking them with fish for the entertainment of his friends. It was proverbial that nothing was too good for any one invited to Casa Granda, as he had named his home.

DID SCALPERS CALL FOR NEW DECK?

On December 2 the old wheat pit on the Chicago Board of Trade trading floor was put into use for trading in corn instead of oats, and oats traders moved to the old corn pit. Changing pits has generally been followed by radical market action but it is not stated whether bull or bear asked for the new deck.

LARGE SHIPMENTS FROM MILWAUKEE

The Milwaukee Chamber of Commerce claims a high record as a shipper of grain by water during this year's season of navigation. Figures from the weighing department show that from March 15 to December 1 there were shipped by boat from Milwaukee a total of 17,080,763 bushels of grain, largely oats and wheat. The largest steamer cargo of oats ever shipped from Milwaukee was loaded November 15 from St. Paul Elevator "A" operated by the Donahue-Stratton Company and aggregated 470,000 bushels.

AN INCREASED FEEDING REQUIREMENT

Simons, Day & Co. of Chicago, have the following to say of the late Government report on the corn crop:

"The reduction of 6,300,000 acres by the Government from the previous report, was the cause of the large reduction in total yield. The reduction in yield per acre was insignificant, assuming that the report as to total yield is correct. The increased feeding requirement on account of the large number of hogs and the established minimum, 17½ cents per pound, will easily require all the corn that can be spared for domestic feeding and a total absence of exports would not make the supplies burdensome.

"The liberal quantities of other feeds,—oats, barley, mill feeds, etc., will be largely called upon to make up for any corn shortage."

MODIFICATIONS IN TRADING REGULATIONS

A special meeting of the Board of Directors of the Chicago Board of Trade was held December 6 to act on a report from a special committee recently appointed to secure modifications on trading regulations. This committee was composed of Jos. P. Griffin, E. M. Rosenbaum and W. H. Perrine. Through the conference of the committee with John J. Stream of the Coarse Grain Division of the Food Administration, the following was adopted:

"All regulations heretofore enacted governing the trading in corn, oats, rye, and barley for future delivery are hereby rescinded.

"On and after Saturday, December 7, 1918, members will observe the following regulations in dealing in the aforesaid commodities for future delivery:

"First—On contracts for the current month no member shall have open and outstanding any contract for the purchase or sale for any person not duly licensed by the Food Administration.

"Second—No member shall carry for his own account, or for the account of any customer, speculative commitments in excess of 200,000 bushels in any one commodity. However, in addition to the

aforesaid amount, it will be permissible to carry so-called spread accounts to the extent of 200,000 bushels on each side.

"Third—Daily reports of transactions to the secretary's office shall be discontinued from today.

"Fourth—Restrictions in regard to trading in provisions will remain in force as heretofore."

THE CORN \$1.35 LEVEL

"The December 11 corn report is a temporary factor. The figures are disputed and the visible accumulation rests with the Northern corn crop which is 100 to 150 millions of the record, with a sublime quality. The corn market hesitation at \$1.35 level evidently respected the egg, butter and provision costs which appear around extreme reasonable levels. At \$1.34 for No. 2 corn—the price not only represented the 17½ cent hog (13 to 1) but also the \$2.26 wheat pro rata (\$1.00-60 cent)."—E. W. Wagner & Co., Chicago, Ill., Market Letter of December 14.

THE CORN CROP REPORT

The very bullish Government report on corn, showing a loss of 167,000,000 bushels from the November returns and 432,000,000 from the revised figures of last year, embodied points that were not very clear to the trade. B. W. Snow, crop statistician for Bartlett Frazier Company of Chicago, commenting on this report said:

"The method by which the sharp reduction in the crop estimate from that of a month ago was arrived at in the Government figures was by reducing the acreage about 6,300,000 acres, for the indicated yield per acre showed a reduction of only .2 bushels per acre. Figuring on this reduction of yield on the acreage given in November, the loss would be less than 22,000,000 bushels."

SAN ANTONIO'S CHIEF GRAIN INSPECTOR

A notice was given in this department last month of the formation of a new grain exchange at San Antonio, Texas. This new exchange has now been successfully launched and we present herewith a picture of the new chief grain inspector for the market, A. K. Callahan.

Mr. Callahan went to San Antonio from Enid, Okla., where he was located about eight years in



A. K. CALLAHAN

the handling and inspection of grain for the local dealers. In 1917 he passed the examination for licensed inspector, to inspect and grade grain under the rules and regulations of the Grain Standards Act and received his license on July 1, when he was employed by the Board of Trade at Enid as chief inspector. He held the position until November 1 of this year, when he accepted a similar position with the grain trade at San Antonio.

Mr. Callahan writes us that the meeting and banquet for the permanent organization of the San Antonio Grain Exchange in November was a great success. The dealers present received much valuable information in hearing E. L. Morris, Division Grain Supervisor from Kansas City, explain the rules and regulations of the Grain Standards Act and method of grading under the Act, and C. E. Munn of Fort Worth, formerly supervisor of the Twenty-ninth district at Oklahoma City, gave a splendid talk on the application of the Grain Standards Act from a grain man's standpoint. The evening meeting was addressed by H. B. Dorsey, secretary of the Texas Grain Dealers Association, who explained the benefits to be derived from the establishment of a grain inspection department at San Antonio.

DISCONTINUANCE OF ELEVATION ALLOWANCE

The "Grain Trade" has been advised by J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade, that the effective dates of the cancellation by the individual carriers of the allowance for transfer through elevators at Chicago of grain destined to Eastern and Southern points are as follows:

B. & O. Railroad, December 16; C. & A. Railroad, December 12; C. & E. I. Railroad, December 12; C. & O. Railway, January 9; C. C. C. & St. L. Railway, December 12; C. I. & L. Railway, December 30; C. T. H. & S. E. Railway, December 12; E. J. & E. Railway, January 1; Erie Railroad, January 1; Grand Trunk Railway, December 18; Ill. Cent. Railroad, December 12; Mich. Cent. Railroad, January 1; New York Cent. Railroad, January 1; N. Y. C. & St. L. Railroad, December 15; Penn. Railroad, December 15; P. C. C. & St. L. Railroad, December 15; Pere Marquette Railway, January 1; Wabash Railway, December 15. As stated recently, the Western roads generally cancelled the elevation allowance effective December 12, 1918.

BAN ON MARKET OPINIONS RAISED

John R. Mauff, secretary of the Chicago Board of Trade, issued the following early in December: "Bulletin No. 18, under date of March 26, 1918, that referred to and prohibits opinions or advice as to the probable course of the markets on corn, oats and provisions for future delivery, is hereby rescinded by the action of the Board of Trade directors.

"In lieu thereof it will be permissible to indicate the probable course of the markets, furnishing in connection therewith facts and figures in substantiation of opinion so expressed. Advice to, or requests by members of clients to buy or sell, however, will not be permitted.

"Great care should be used in the dissemination of market information as well as the language employed. Expressions of an undignified character will not be considered in good form, nor permissible under the new restrictions.

"The circulation of Broomhall cables from across the water, as well as from Argentina is not longer in conflict with the wishes of the Board of Directors, but members will be held responsible for the authenticity of any such reports disseminating."

CHANGES IN MEMBERSHIP

Baltimore.—The following have been elected to membership in the Chamber of Commerce: Chas. K. Abrahams and R. E. Lee Marshall. The memberships of John C. McCarty and John B. Daish have been transferred. Reported by Secretary Jas. B. Hessong.

Chicago.—New members on the Board of Trade are: Geo. K. Morrow, Elmer C. Kimball, Wm. J. Wollman and Frank E. Frieg. The memberships of the following were transferred: Estate of A. Stamford White, Geo. D. Brown, Jas. L. Laidlaw and Estate of Wm. A. Tubbs. Reported by Secretary John R. Mauff.

Duluth.—New members admitted to the board of Trade during month of November were: George Gaskle; J. L. McCaull, who was admitted on transfer of G. M. Charles; G. H. La Batt, on transfer

of M. C. Rheinberger; John Washburn, on transfer of W. H. Dunwoody. E. H. Conkey has withdrawn his membership in the same exchange. Reported by Secretary Chas. F. MacDonald.

Milwaukee, Wis.—C. A. Breen, Sr., and Frederic H. Foy are new members in the Chamber of Commerce. J. C. Thomson and F. W. Davidson's memberships have been transferred. Reported by Secretary H. A. Plumb.

Toledo.—F. C. Burke, who is with E. W. Wagner & Co., succeeds M. W. Murphy as a member of the Produce Exchange. Reported by Secretary Archibald Gassaway.

ROY V. HARPER

Since November 1 of this year a general grain receiving and shipping business has been conducted on the Pittsburgh market at Pittsburgh, Pa., by the Harper Grain Company of which the head and



ROY V. HARPER

founder is Roy V. Harper, until recently connected with the firm of J. W. Smith & Co.

Mr. Harper needs no special introduction to the grain trade, as he has been actively engaged in the grain business at Pittsburgh for the past 18 years. In 1911 he formed the Exchange Elevator Company and retains his interest in this concern, acting as its secretary and treasurer, to which office he was elected at its organization. The addition of a large Ellis Drier to the Exchange Elevator has added greatly to its service and created a nearby market for Ohio and Indiana corn shippers.

The new firm markets grain only, a distinct service in the Pittsburgh market. Mr. Harper has always worked along progressive lines and in the Pittsburgh market is known as "The Corn Man." The trade knowledge and wide acquaintance of the new firm together with ample capital makes its success assured.

TERMINAL NOTES

The Terwilliger Grain Company, Limited, Calgary, Alta., has sold out to Spencer Grain Company, Limited.

Ed. Churchill has been appointed manager of the grain department of the Churchill Grain & Seed Company of Toledo, Ohio.

George E. Marcy, president of the Armour Grain Company of Chicago, paid a recent visit to the Boston Chamber of Commerce.

John J. Stream, head of the Coarse Grain Division of the Food Administration, spent Thanksgiving with his family in Chicago.

Clarence Schaff, formerly with the Churchill Grain & Seed Company, of Toledo, Ohio, is traveling for H. W. De Vore & Co., of Toledo.

If there are grain dealers who do not know where Ukraine or Lithuania are located, or their present boundaries, they should send to Taylor & Bourne Company, of Milwaukee, Wis., for a "Peace Map of Europe," which they are mailing to their

patrons. It gives present boundaries of all countries on the continent besides President Wilson's peace conditions and the Allies' principal terms of armistice.

John Lynn has been appointed chief grain inspector of the Commercial Exchange at Philadelphia, Pa., to succeed Robert Downing, who died recently.

E. F. Richards, of the firm of John T. Fahey & Co. of Baltimore, Md., is on a Western trip visiting the firm's customers and securing information on the new crop.

The Chicago Board of Trade recently voted on a change in the rules doing away with the issuance of certificates of membership. It carried by a vote of 343 to 19.

A record car of wheat, containing 2,090 bushels, was received on consignment by E. W. Bailey & Co. of Baltimore, Md., is on a Western trip visiting shipper \$4,710.

The Eikenberry-Fitzgerald Company, of Cincinnati, Ohio, has removed its offices from Hopkins Street and President Place to the tenth floor of the Carew Building.

D. J. Schuh, who resigned the position some months ago of executive secretary of the Cincinnati Grain & Hay Exchange, to enter the navy, has resumed this office.

Taylor & Bournique Company of Milwaukee, Wis., have opened a branch office at Pittsburgh, Pa. It is located in room 1514 Keenan Building and in charge of William McKnight.

W. J. Holmberg, of Renville, Minn., has been appointed by Governor Burnquist to the place on the Minneapolis Board of Grain Appeals made vacant by the death of E. R. Rehnke.

V. L. Nigh, formerly Federal Grain Supervisor at Baltimore, Md., but who left to operate a chain of elevators from Buenos Aires for American capitalists, has returned to Baltimore.

Capt. John O. Foering, former chief grain inspector of the Commercial Exchange, Philadelphia, Pa., left with his family on December 3 for Dunedin, Fla., where he will spend the winter.

J. G. Goodwin, former chief weighmaster for the Kansas City Board of Trade, will be Federal superintendent of elevators in Kansas City having supervision over all the public elevators in that market.

A. F. Eaton, president of Eaton, McClellan Commission Company of St. Louis, Mo., writes us under recent date that there is little to say of the corn situation, the receipts being light and the market strong.

The Moering Grain Company, of Milwaukee, Wis., has been incorporated with a capital stock of \$20,000, to deal in grain and cereals. The incorporators are W. H. Moering, Curtis B. Froedtert and George H. Gabel.

Goffe & Carkener Company, of St. Louis, Mo., of which G. C. Martin, Jr., is manager, send out the following Holiday Greetings: "May the spirit of Christmas be with you always and the New Year filled with health, happiness and prosperity."

H. E. Chatterton, of Chatterton & Son of Mt. Pleasant, Mich., was a recent visitor at Toledo, Ohio, inspecting the firm's new grain and bean elevator at that point. They now handle about 800 cars of beans a year through the Toledo market.

Simons, Day & Co., of Chicago, have sent to their friends a map showing Europe in time of peace. Now that boundaries may be considered permanently located the map will be most useful to those who desire to readjust their geographical knowledge.

David H. Larkin has been appointed chief grain inspector for the Baltimore Chamber of Commerce to succeed the late Samuel D. Thomas. Mr. Larkin became identified with the grain inspection department of the old Baltimore Corn and Flour Exchange in 1896 when 19 years of age. He made such progress in inspection affairs that 10 years later he became first assistant chief grain inspector when the Government inaugurated the system

of Federal supervision of grain inspection. Mr. Larkin was duly licensed as an inspector by the Bureau of Markets. He served continuously as assistant chief until his present appointment.

The Peaker Grain Company, Limited, Winnipeg, has been incorporated with a capital stock of \$300,000. Wm. R. Bawlf and C. C. Griffin, grain merchants, are prominent shareholders in the company.

The Quaker Oats Company, it is announced, will shortly inaugurate an extensive advertising campaign in magazines to build up its trade in Quaker Flour. The company believes the time is opportune, especially as substitutes are declining in popularity.

The Brouse-Skidmore Grain Company of Cincinnati, Ohio, has purchased and will operate the Carr Street Elevator, formerly operated by Chas. F. Droste. It will be remodeled throughout and equipped with new modern machinery for handling and drying grain.

Ed. John Bawlf, Fred. Leo. Bawlf and Louis D. Bawlf, well known grain merchants of Winnipeg, have incorporated under the name of Bawlf Securities, Limited, for the purpose of buying, selling, and dealing in grain. Head office, Winnipeg with a capital stock of \$1,000,000.

E. M. Richards, solicitor for J. P. Griffin & Co. of Chicago, lost his son, private Lowell Richards of the U. S. Marine Corps, on November 12. While Mr. and Mrs. Richards have suffered deeply through the death of their son, they have the consolation and just pride of knowing he died in the service of his country.

A large stuffed American Eagle now spreads his wings about 75 feet above the traders in the center of the large trading hall of the Chicago Board of Trade. It serves as another evidence of the patriotism of the members of the Board who whenever called upon for their country's welfare, have always gone "over the top."

Visitors last month on the floor of the Indianapolis Board of Trade saw what first appeared to be a reincarnation of a "Ku Klux gang" from the South. A closer inspection, however, revealed they were only the regular Board traders carrying out

the order of the state Board of Health in wearing regulation "flu" masks. It is said a petition will be circulated requesting Bert A. Boyd, Frank A. Witt, E. K. Shepherd and a few of the other bum lookers on the Board to wear these masks in perpetuity.

Edward G. Broenniman, for years identified with the grain and flour interests of New York City and former vice-president of the New York Produce Exchange, has resigned the office of buyer for the Commission for Belgium Relief. He has held this office since December, 1914, and will now devote his time to his own interests.

A petition was circulated on the Chicago Board of Trade on December 12, asking Leslie F. Gates, of Lamson Bros. & Co., to run for president of the Board the coming January election. Mr. Gates has served as director for two terms and is considered one of the ablest and most eligible men in the Chicago grain trade for this office.

Wallace M. Bell, of W. M. Bell Company, Milwaukee, Wis., is chairman of a special committee appointed by the Milwaukee Chamber of Commerce to co-operate with the Milwaukee Association of Commerce to secure for the city one of the new aerial mail routes to be established by the Postmaster General. It is expected the grain trade will be much benefited by the project.

George A. Aylesworth has resigned as head of the Aylesworth Grain Company of Kansas City, Mo., to become identified with the Aunt Jemima Mills Company of St. Joseph, Mo., as assistant to R. R. Clark, president of the company, his father-in-law. The greater part of the stock of the Aylesworth Grain Company is owned by members of the Bartlett Frazier Company of Chicago, who will continue the business as usual.

The Milwaukee Chamber of Commerce on November 30 held a reception in honor of the commission representing the Chamber of Commerce of Japan, headed by R. Yamashima, vice-president of the Tokio Chamber of Commerce. The local committee in charge of the reception and a later luncheon at the Milwaukee Athletic Club was Wallace M. Bell, chairman, Patrick P. Donahue, J. J. Crandall and Lyman G. Bournique.

TRADE NOTES

The Ideal Grain Weigher Company, of Peoria, Ill., has increased its capital stock from \$100,000 to \$200,000.

W. F. Singer, formerly manager of the Cleveland branch of Fairbanks, Morse & Co., whose affiliation with this organization covers a period of many years, has recently been appointed manager of the Chicago branch with headquarters at 900 South Wabash Avenue, Chicago.

George Hartman, formerly of Elizabeth, Ill., is now head of the office at Minneapolis, Minn., as local manager and mill engineer, of Sprout, Waldron & Co., of Muncy, Pa. The office is located at 407 Fourth Street, South, where he will be glad to receive his friends, or orders for the well-known "Monarch" grain elevator and flour mill machinery.

James Stewart & Co., grain elevator builders of Chicago with branches in all principal cities, are making improvements in the Grand Trunk Railroad's grain handling facilities at Portland, Me., which, when completed, will involve approximately \$500,000. A new track system and conveyor system is about completed which will allow grain to be moved from present Elevator No. 2 to Elevator No. 1, and shipping facilities will be largely increased through raising all the wharf galleries sufficiently to load the largest vessels afloat. In addition to these improvements the company is designing a 4,000,000 bushels elevator for the Grand Trunk Railroad. It will be of reinforced concrete

throughout and located near the present wood houses. The present arrangements contemplate the installation of four Stewart-Link-Belt grain car unloaders each one being capable of unloading a car of grain in six minutes.

The many friends of L. Freeman Little, president of the Anglo-American Mill Company of Owensboro, Ky., will be glad to learn that he is home again and fully recovered from the illness that confined him for about four weeks in Mercy Hospital at Chicago.

The Mutual Fire Prevention Bureau and the secretaries of the mutual fire associations of the different states, at their meeting on November 12, 1918, passed a resolution providing that the Randolph Grain Drier as described in blue prints and specifications submitted to the Governing Committee by Manager Reed be adopted as Bureau standard.

Following a recent meeting of the directors of Fairbanks, Morse & Co., of Chicago, which has branch houses located in principal cities all over the country, C. H. Morse, Jr., president, announced several new and important changes covering the active management of the business. R. H. Morse was elected vice-president in general charge of purchasing and traffic. Mr. Morse's connection with the firm covers many years of varied experience in both sales and manufacturing departments, and he continues his duties as a director of the com-

pany. C. W. Pank rose from general director of sales to vice-president in charge of sales of all factory products. Mr. Pank's growth with the organization has been unusually marked since his start with Fairbanks, Morse & Co., just about 33 years ago as stenographer. His activities through these many years have included practically every branch of sales and affiliated effort. W. S. Hovey, formerly general manager of the large Fairbanks-Morse manufacturing plant at Beloit, Wis., was elected vice-president in charge of general manufacturing at all factories. Mr. Hovey has been with the concern for a number of years, aiding in its development through the application of modern principles of design and manufacture to many of the popular Fairbanks-Morse products. W. E. Miller became vice-president and treasurer instead of first vice-president. F. M. Boughey retired from the position of treasurer to become secretary and controller.

A NEW OFFICIAL MOISTURE TESTER

After months of experiment with electric heating coils, the Hess Warming & Ventilating Company of Chicago, Ill., is out with a new electrically heated Brown-Duvel Moisture Tester, which is expected to supersede those of similar type, now in use with other fuels.

The new heater is simple, and the coils can be renewed whenever necessary, with as little trouble as a lamp wick, and at a cost not exceeding 10 cents, and without returning to the maker.

The heat is regulated at will, as easily as with a lamp, something not heretofore accomplished with electric heaters.

The price is lower than similar testers have ever been sold, the company having prepared for quantity production.

This is the official Brown-Duvel Tester, the type and style used in Government inspection offices with glass flasks, though the use of copper flasks also is permitted.

Testers now in use, of this type, can be fitted with the new electric heaters, much to the advantage of their owners.

KANSAS MAY FEED HALF OF EUROPE

Secretary J. C. Mohler of the Kansas State Board of Agriculture has issued the following remarkable statement of wheat possibilities next year:

November 27, 1918.

No armistice with hunger and famine has been signed by the farmers of Kansas. This is clearly apparent from the fact that the area they have sown to winter wheat this fall is by far the largest in the state's history. Growers estimate it as amounting to 10,825,631 acres. This is 9.3 per cent greater than in 1917, which year ranked next. Kansas is the first state in the Union to have reached, let alone exceeded, the 10,000,000-acre mark in wheat, thus more firmly establishing her long-maintained leadership in wheat growing.

The season has been most favorable for sowing, germination and growth, and the general average condition is 96, on the basis of 100 representing a satisfactory situation. This is 26 points higher than a year ago, 20 points greater than 1916, and one point lower than in the fall of 1913, on 9,062,000 acres that the following year produced the record-smashing crop of 180,000,000 bushels. In the fall of 1900 the average condition was 99.7, on an acreage 51 per cent less, but which produced, according to the United States Department of Agriculture, nearly 100,000,000 bushels. Experience, therefore, would seem to indicate that when conditions are so hospitable for wheat in the fall, as they have been this autumn, that an excellent crop may be expected in the following season, and there is nothing in the present situation to encourage any other than the highest hopes.

A more adequate comprehension of the magnitude of the Kansas wheat field this fall may perhaps be had from the statement that it exceeds the total land surface of the four states of Massachusetts,

Connecticut, Delaware and Rhode Island combined, with the District of Columbia added for good measure.

Inasmuch as it was due to the Board's initiative, taken last June, that Government seed wheat loans were made available for the Southwest, it is interesting to record in this report, through the courtesy of the Kansas field agent of the U. S. Department, that Government loans were made to nearly 3,600 Kansas farmers, mostly in the western counties, with the result that approximately 330,000 acres were seeded to wheat that otherwise would not have been sown. These seed loans in Kansas amounted approximately to \$1,000,000.

A DISTINGUISHED COLONIAL TRADER

A visitor who leaves the nation's capital to visit the grave of George Washington arrives, midway to Mount Vernon, at the quiet town of Alexandria. There he may find, if he will but blow away the dust of time, footprints of the Father of his Country that tell of his ways as he moved about at home.

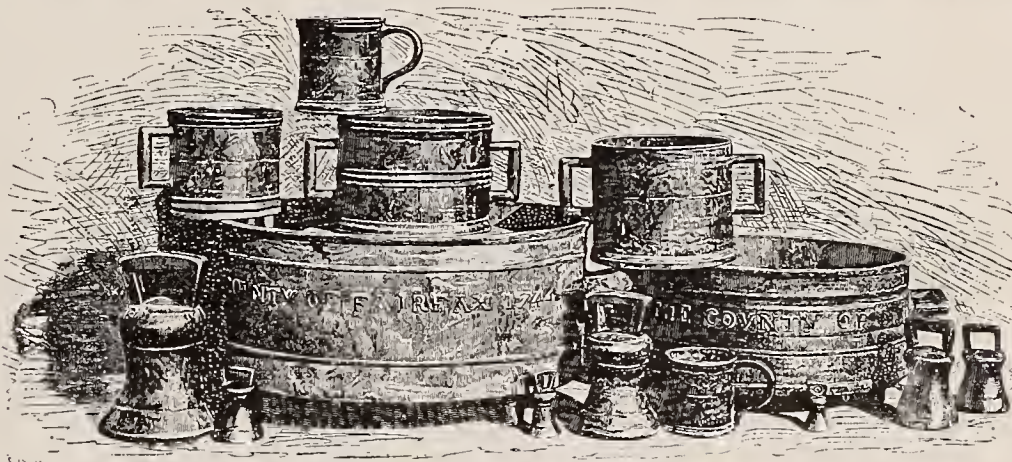
Elsewhere the great chief sits high in some chair of state, lofty and removed from common men, but

often active in municipal concerns. He built an office upon a lot he had purchased and here he transacted his business and met his friends.

He suggested many improvements in market arrangements, and in 1765 insisted upon the then ultra modern way of selling grain by weight. He fixed 58 pounds to the bushel as the standard for wheat, and more than once demanded that all weights and measures of the dealers should be tested by the standards brought from London in 1745. He had one of the largest traders in grain and flour in Colonial times and his mill products had a wide sale. We think of Washington principally as a general and as President, but he was no less successful as a business man and had he lived today would have been one of the largest grain dealers of the country as he was, on a smaller scale, in his own time.

A MESSAGE FROM HERBERT HOOVER

America's opportunity for renewed service and sacrifice is the text of the message to the American people from Herbert Hoover, the United States



COLONIAL WEIGHTS AND MEASURES

in Alexandria he is dismounted and afoot—a townsman and a neighbor.

After the French power in the Ohio Valley was broken, Washington married the rich Widow Custis and brought her to Mount Vernon to live. Alexandria at this time was pleasant, but had no charms

Food Administrator, read in the churches throughout the nation on December 1.

Mr. Hoover's message was as follows:

"Again in full confidence, I call upon the American people to set aside Sunday, December 1, and the week following, for the consideration of Amer-



COLONEL WASHINGTON'S OFFICE AT ALEXANDRIA

for the palate. Those who had made money in tobacco began to look down on the poorer sort, and of course such great people could not run market carts, with the result that supplies of foodstuffs were scarce and of small variety.

But when the now wealthy Washington settled down at Mount Vernon, a market cart was constructed, and twice a week sent to Alexandria with fat things that amazed the lean market. Country gentlemen dining in town wondered at the change of fare, and thus it was discovered, to the mortification of some of the little ones, that Colonel Washington ran a market cart.

Washington until 1763 had no town office, but was

ica's opportunity for renewed service and sacrifice.

"Last summer, when the military situation was acute, we assured the Inter-Allied Food Conference in London, that whatever the war-food program of the Allies required we were prepared to meet; that the Conference need not consider whether or not we had the supplies, we were prepared to find them; we pledged ourselves, by the voluntary economy of our people, to have the reserves in food to supply all necessities. The ending of the war does not release us from the pledge. The same populations must be fed, and until another season has passed they cannot feed themselves.

"The change in the foreign situation necessarily

alters the details of our food program, because the freeing of the seas from the submarine menace, renders accessible the wheat supplies of India, Australia and the Argentine. The total food demand upon the United States is not diminished, however. On the contrary it is increased. In addition to the supplying of those to whom we are already pledged, we now have the splendid opportunity and obligation of meeting the needs of those millions of people in the hitherto occupied territories who are facing actual starvation. The people of Belgium, Northern France, Serbia, Roumania, Montenegro, Poland, Russia and Armenia rely upon America for immediate aid. We must also participate in the preservation of the newly liberated nations in Austria; nor can we ignore the effect on the future world developments of a famine condition among those other people whom we have recently released from our enemies. All these considerations mean that upwards of 200,000,000 people, in addition to those we are already pledged to serve, are now looking to us in their misery and famine. Our appeal today is therefore larger than the former appeal to the 'war conscience' of our people. The new appeal is the 'world conscience,' which must be the guiding inspiration of our future program.

"The President of the United States has asked me to take charge for this Government of this work; to perfect and enlarge the arrangements for food-stuffs to the populations of Belgium and France now being released, and to organize and determine the need of provision to the liberated peoples of southern Europe to prevent such debacle as has taken place in Russia.

"The determining factor for the success of such an enlarged appeal will be the vivid consciousness in every individual in each community of obligation and opportunity. It is that common recognition of obligation that we now wish to create. Such an intelligent 'world conscience' in the American people must be the main dependence of the stricken countries of the world until normal conditions are once more restored.

"America by her participation in the war has accomplished her objectives of self-defense and of vindicating the efficiency of a Government in which the people, and the people only, are sovereign. She has established the foundations of government by the people throughout the enemy countries, and this is the real bulwark of world peace. We have yet to build on these foundations. No government nor nation can stand if its people are starving. We must do our part if the world be not consumed in a flame of anarchy.

"The American people, in this most critical period of their history, have the opportunity to demonstrate not only their ability to assist in establishing peace on earth, but also their consecration, by self-denial, to the cause of suffering humanity."

GRAIN CONTROL IN IRELAND

The grain trade in Ireland during the past year has been under strict Government supervision, controlling all purchases, shipping, and price. The flour admixture program of England was put into effect and the soft Irish wheat was found unable to support the large admixtures of corn, rice or barley flour necessary so that American spring wheat flour had to be purchased to give it strength. The high cost of grain and flour, both domestic and imported, caused a great deal of labor unrest, so the Government reduced the price of domestic and imported flour to \$10.77 and \$12.59 per sack of 280 pounds respectively, making up the difference between the cost and the fixed price, an arrangement that cost the Government several million pounds.

Corn also is under Government control but the price of cornmeal has been kept more nearly in line with its actual value, and it has been selling at from \$24.30 to \$29.20 per ton over the price of wheat flour during recent months. The corn was obtained entirely from America and South Africa.

But during the war cereal production in Ireland

has steadily increased and as soon as Government control is lifted grain dealers and custom millers will have a trade considerably larger than before the war.

WEIGHTS OF GRAIN IN THE STATES

Standard weights of grain with few exceptions are fixed by the different states and not by Congress, and hence vary considerably.

Oats in nearly all the states is 32 pounds per bushel. But in Idaho it is 36, in Maryland 26, and in Virginia and New Jersey 30 pounds.

Barley is 48 pounds per bushel in most states. But it is 45 in Arizona; 46 in Oregon; 47 in Alabama, Georgia, Kentucky and Pennsylvania. It is 50 pounds in California.

Rye is 56 pounds per bushel except in Maine where it is 50 and California where it is 54 pounds per bushel.

Corn in the ear is 70 pounds per bushel except in Indiana where it is 70 pounds until December 1, next after growth and thereafter 68 pounds. In Kentucky it is 70 pounds from November 1 to May 1 following and 68 pounds from May 1 to November 1. In Ohio it is 68 pounds; in Mississippi 72 pounds.

Shelled corn is 56 pounds except in Arizona where it is 54 pounds; in California 52 pounds. In Massachusetts cracked corn is 50 pounds per bushel.

The U. S. legal weight of wheat is 60 pounds per bushel. All the states adopt the 60-pound standard except Maryland, which has no enactment. In Vermont 60 pounds is the legal weight of a bushel of wheat, but "Indian wheat," whatever that may be, is only 46 pounds per bushel.

The U. S. legal weight of flax seed is 56 pounds per bushel. All the states which have enactments adhere to this standard except Connecticut, Massachusetts, New Jersey, New York and North Carolina, which make 55 pounds a bushel.

Timothy seed is 45 pounds per bushel except in Arkansas where it is 60 pounds, and Oklahoma and South Dakota where it is 42 pounds.

MEASURING GRAIN IN BINS AND PILES

The standard bushel in the United States is the "Winchester bushel," which is in cylinder form, 18½ inches in diameter and eight inches deep, and contains 2,150.42 cubic inches. This measure is about 69 cubic inches, or 3 per cent smaller than the standard Imperial bushel of Great Britain which has supplanted the Winchester.

Here are a few short-cuts for measuring grain in receptacles or heaps, which will come in handy:

To find the quantity a bin will hold: Multiply height, length and breadth together, in inches, and divide by 2150.42. The result will be the number of bushels. A short but accurate rule for this is:

Multiply length, breadth, and height, in feet, together. Multiply this by 45, and divide product by 56; or to simplify, multiply by 4 and divide by 5. Example—A bin 16 feet long, 8 feet wide, 14 feet high. $16 \times 8 \times 14 = 1792$; $1792 \times 45 = 80640$; $80640 \div 56 = 1440$.

To find quantity in a conical heap on the floor: Square the depth and square the slant height, in inches. Take their difference and multiply by depth, and this product by .0005. The result will be the contents in bushels. Example—A pile 60 inches high, with slant height of 100 inches. $60 \times 60 = 3600$; $100 \times 100 = 10000$; difference = 6400; $60 \times 6400 = 384000 \times .0005 = 192$ bushels.

To find quantity when heaped against a straight wall: Square one-half the depth and proceed as in previous rule.

To find quantity a pyramidal hopper will hold: Multiply length by width in feet, multiply this by ½ the perpendicular (not slant) height. Multiply by 8.034. The result will be the contents in bushels. Example—A hopper 8x10 feet and 6 feet deep. $8 \times 10 = 80$; ½ of 6 = 3; $2 \times 80 = 160$; $160 \times 8034 = 128,544$ bushels.

COLLECTING CLAIMS AGAINST CARRIERS

General Order No. 41 issued by the Director General of Railroads provides for the payment of loss and damage claims by carriers, in part as follows:

Claims for loss of or damage to freight shall, except as modified in this paragraph, be presented to and settled by the destination or initial carrier. Claims filed with an intermediate carrier through error shall be immediately transmitted to the destination carrier and claimant so advised. An intermediate carrier clearly at fault may invite and adjust claims direct. Claims for fire or marine losses shall be referred for adjustment to the carrier responsible, and claimant so advised.

Claims for loss of or damage to freight shall be made on the standard forms approved by the Interstate Commerce Commission. In the case of loss or damage they shall be supported by original bill of lading, if not previously surrendered to carrier, original paid freight receipt, if issued, original or certified copy of invoice of value and all obtainable facts in proof of such loss or damage and the value thereof. If any necessary document is lost or destroyed, claimant shall file a bond of indemnity to cover.

The foregoing provisions having been compiled with, loss and damage claims shall be adjusted with the claimant in accordance with the established legal liability, bill of lading, tariff provisions and Federal regulations, by the carrier to which presented for the account of and without reference to the other carriers interested in the haul, before the completion of other investigations necessary for the purpose of locating responsibility or apportioning the amount paid.

Agents delivering freight to consignee, when shortage or damage is known to exist, shall make specific notation of extent and nature of the loss or damage on face of original paid freight bill and sign and date such notation in ink. When freight bears external evidence of pilferage or damage at time of delivery, a joint inspection with consignee or his representative shall, when practicable, be made at the delivery station and receipt taken in accordance therewith. Claim for value of freight checking short at destination shall not be paid until inquiry has been made of delivering agent and consignee to ascertain if shortage has since arrived or reached consignee through any source.

Astray freight (freight marked with name and address of consignee, but separated from regular revenue way bill) shall be immediately forwarded to marked destination on standard form of way bill, without charges (copy by mail to destination agent), and such way bill shall bear the notation "Astray freight—Deliver only on presentation of original bill of lading or original paid freight receipt or other proof of ownership." Destination agent receiving astray freight shall immediately notify consignee to whom marked, and if regular revenue way bill is not received, delivery shall be made on presentation of proof of ownership prescribed and collection of tariff charges from point where shipment originated. Special efforts should be made to establish the ownership of perishable freight, in order to insure prompt delivery.

Shippers can co-operate with the United States Railroad Administration by impressing upon their customers the importance of assembling all papers necessary to the prompt investigation and payment of claims for loss and damage before such claims are filed.

Consignees can help by instructing their truckmen to secure proper notations on freight bills covering cases of loss and damage, and by instructing their receiving clerks to notify the carrier's agent immediately upon the discovery of concealed loss or damage.

Shippers and receivers when filing a claim should be particular to see that the papers are forwarded direct to the freight claim agent of the originating or delivering carrier, as the possibility of losing papers in transmission is thereby minimized, and the investigation of the claim is started more rapidly.

CORN DISEASES FROM INFECTED SEED

A recently published survey of the joint investigations conducted by the U. S. Department of Agriculture and the Purdue University Agricultural Experiment Station, in Indiana, into root, stalk, and ear rots of corn, shows that the root rots are present in all of the corn-growing states. The use of infected seed is responsible for the introduction of the diseases, and the careful selection of disease-free seed is an important means of combating this and the other rots. Their chief effects noted readily are blighted plants, spindling stalks, and stalks with the ears either partially formed or completely retarded and resulting in barrenness. Further results of the investigations will be given in later surveys.

NEWS LETTERS

CINCINNATI

K. C. GRAIN - - CORRESPONDENT

THE recurrence of the "flu" epidemic has had its effect on the grain business, as on other lines in Cincinnati, causing shortage of help in the offices and plants of members of the trade, although as yet no fatality among members of the Exchange has been reported. The outbreak, which made itself felt early in the month, is placed at the door of the wild celebration held on November 11, when the news of the armistice came to Cincinnati, and the following Wednesday, November 13, when a formal celebration, with a great military and civic parade, was held. So far it has not been considered advisable to close down business of any sort, but should the epidemic grow more severe drastic steps may be taken.

The celebration of the coming of peace was duly celebrated on the floor of the Cincinnati Grain and Hay Exchange, although the grain men were defrauded of their usual stunts, such as throwing grain samples about, by the fact that the celebration began at about two o'clock in the morning; and the day was a holiday from its dawning, so that the Exchange held no session of November 11, but participated wholeheartedly in the most general and spontaneous outburst of rejoicing which Cincinnati has ever seen.

One of the first of the returning war workers, and one of the most generally welcome, was D. J. Schuh, for a long time executive secretary of the Cincinnati Grain and Hay Exchange. Mr. Schuh, it will be recalled, resigned some months ago to offer his services to the Government. He was for four months on duty at the Great Lakes Naval Training Station, and more recently was assigned to Washington, where he acted as private secretary to Admiral Ross, of the Navy. With the end of the war his natural desire was to get back into harness at the work he is most familiar with, and this enabled him to get back home at once. Mr. Schuh was warmly welcomed by the members of the trade, and at once took up things where he left off.

Prompt action was announced through the United States Railroad Administration in the matter of the embargo on grain shipments to the seaboard, when peace came. The requirement that permits be presented as authority for such shipments, indicating their destination and the manner of their destination, was eliminated as to all grains except wheat, and even further removal of restrictions is looked for, with a complete restoration of normal traffic at an early date. Inasmuch as most of the restrictions imposed were intended as conservation measures, although incidentally the lack of storage space at the seaboard terminals cut some figure, the end of hostilities is naturally expected to carry with it the end of these restrictions. The fact that business has been moving, however, in spite of these restrictions, is indicated by figures showing that during November 116 cars of wheat moved Eastward, while 500 cars of grains other than wheat were shipped.

The failure of the Government to rescind the order under which the production of beer ceased recently was a heavy blow to the brewers of Cincinnati and to the concerns supplying them with materials, notably barley for the maltsters, especially in view of the fact that the effective date of prohibition in Ohio is May 26 next, leaving very little time in any event for the makers of beer to operate.

The removal of most of the interests of the Fleischmann Company from Cincinnati is one of the incidents of prohibition which hit hard many of the business connections of the company in this section. The company's malting operations, as well as its distillery interests and its yeast business, were extensive in and around Cincinnati. Its business, of course, will continue insofar as it is not affected by prohibition. But the company decided to move its general offices to Chicago, although some of its offices will be in New York, where most of its manufacturing will be done hereafter. Only a district office will be maintained hereafter in Cincinnati.

Resulting, it is said, from the objection of the recently organized Bingham-Hewitt Company, a grain concern owned by Cincinnati interests, to the fee

charged for membership in the Cincinnati Grain and Hay Exchange, the Chamber of Commerce is again planning to offer inspection facilities to members of that organization and to business men in general. This service, it will be recalled, was the main point in the controversy which led the grain trade to separate from the Chamber some time ago. It was taken over bodily by the Grain Exchange when it seceded from the Chamber and set up its own organization. Since then the Chamber has afforded no inspection service. It seems, however, according to officers of the Chamber, that there is a demand for inspection of some sort outside of that afforded by the facilities of the Exchange, and in response to this demand Andrew Duddy has been appointed inspector and taken up his duties, which include forming a force of inspectors adequate to take care of the work, whatever that may be. The members of the Exchange will, of course, continue to handle their own inspection through the machinery which is operated by the organization for that purpose.

According to official report of the College of Agriculture of the Ohio State University, James B. Appel, of Lucasville, is entitled to the crown as corn king of the state for 1918. Mr. Appel, moreover, is the only corn-grower in Ohio who gained admission to the coveted Hundred-Bushel Club rank in 1918, raising an average of 101.93 bushels of corn on a tract of 10 acres. The fact that the year was a poor one for corn made his achievement the more notable, surpassing, in fact, those of former years, when conditions were more propitious. The highest record ever made was that of Richard E. Simmonds, of Cleves, near Cincinnati, who produced an average of 102.64 bushels, so that it can be seen that the 1918 champion performed no mean feat.

The Wheeling Milling & Grain Company has been incorporated at Wheeling, W. Va., with a capital stock of \$50,000, for the purpose of operating a flour mill and grain business. J. T. Kerr and Jacob Korn, of Wheeling, and Wm. J. Mattz, Jerome Miller and A. W. Eick, of Martins Ferry, Ohio, are interested.

BUFFALO

ELMER M. HILL - - CORRESPONDENT

ENGINEERS are surveying the property of the Marine Elevator Company on the Buffalo River with a view to the construction of a new elevator which will probably be started early next spring. The Marine Elevator Company owns eight acres opposite the plant of the Buffalo Union Furnace Company with a frontage on the new extension of the Buffalo River of 1,145 feet. The land was purchased two years ago but war conditions made it well nigh impossible to build the proposed elevator. C. Lee Abell, president of the company, whose father was one of the pioneers in the grain business in Buffalo, and who built the original Marine Elevator with a capacity of 40,000 bushels, says the new structure will be of reinforced concrete and will cost between \$500,000 and \$1,000,000, depending upon cost of materials and labor next spring. The structure will have a capacity of 2,000,000 bushels, bringing the total elevator capacity in the harbor up to more than 20,000,000 bushels. The elevator will be equipped with all of the newest and most modern appliances.

Lying at anchor behind the Buffalo breakwater is one of the largest fleets of grain carriers ever assembled at one port in the world. There are 120 big ships in the Buffalo harbor, carrying cargoes of approximately 38,000,000 bushels of grain. All of the elevators along the waterfront are choked with grain and Charles Kennedy of the Food Administration Grain Corporation says that when the 1918 season of navigation is brought to a close more than 55,000,000 bushels of grain will be held in elevator and bottom storage at this port. With grain averaging somewhere around \$2 a bushel, the grain in port is worth more than \$110,000,000. Practically all of the grain is owned by the United States Grain Corporation and much of it will be shipped overseas this winter.

Grain receipts at the terminal elevators along the waterfront last month were 29,653,174, bringing the total receipts for the season up to 70,132,111, a decrease

of almost 55,000,000 bushels from the corresponding period of last year. This is the smallest year in the grain trade at this port since 1885, when only 49,000,000 bushels of grain were handled by elevators up to December 1. The banner year for the period was 1913, when almost 149,000,000 bushels of grain were handled.

These figures show only the grain received by lake. A large amount of grain was received by rail this summer but the figures on these receipts will not bring the total amount of grain handled up beyond 75,000,000 bushels. The receipts last month were divided as follows: Wheat, 20,681,137 bushels; corn, 130,000 bushels; oats, 5,022,537 bushels; barley, 907,500 bushels, and rye, 2,912,000 bushels. Total receipts of the various grains up to December 1, by lake, were divided in this manner: Wheat, 52,828,968 bushels; corn, 2,027,920 bushels; oats, 6,630,298 bushels; barley, 2,200,132 bushels, and rye, 6,444,883 bushels.

TOLEDO

E. F. BAKER - - CORRESPONDENT

THE abolition of the permit system, which had caused a decrease in local receipts, has been received with much satisfaction by grain dealers in this market. Prior to the action of the Grain Corporation local merchants filed protests with the Regional Director of Railroads urging the abandonment of the system on the grounds that grain which would ordinarily be marketed at a terminal point was being sold in interior markets. After investigation Toledo dealers found that country agents were unfamiliar with the working of the permit system and often caused the shipper to pay demurrage on cars which could have been avoided. Although the permits have been temporarily banned dealers are confident that the Grain Corporation will permanently discard the system after January 1.

The demand for grain in the Toledo market has been better this month than at any other time this year. Offerings have not been liberal and feeders are making special inquiry from northeastern Indiana, Michigan and northwestern Ohio. The quality of receipts so far has been good, despite weather conditions. Contract grade of corn reached a high level of \$1.52 during the month.

There has been an irregular range of clover seed prices during the past month, prices fluctuating back and forth. However, the demand for spot seed has been good and dealers are of the opinion that prices will materially advance. Receipts have not been heavy and shipments have been light. Alsike has ruled firm, with the demand good. Timothy stocks continue to increase. Trading has been good in deferred futures and prices have been steady to higher.

Secretary A. Gassaway, of the Toledo Produce Exchange, announces the following prices of seed bags in this market: Starks, 68 cents; Botts, 66 cents; American, 64 cents.

Jesse W. Young, one of the most prominent members of the grain trade in northwestern Ohio and a member of the Toledo Produce Exchange, has been elected a member of the Chicago Board of Trade.

Claude E. Whitney, local manager for E. W. Wagner & Co., has recovered from a slight attack of influenza.

Grain in store in public elevators of Toledo for week ending December 14 was as follows: Wheat, 1,357,364 bushels; contract, 734,338 bushels; corn, 12,000; contract, none; oats, 715,000; contract, 149,572.

The observations of Frank I. King, considered by the grain trade as the Boy Solomon, were interesting after his recent visit to New York and Baltimore. Mr. King reported the most impressive thing he witnessed was six blind soldiers in care of as many young women enjoying a vaudeville show in a Baltimore theater.

John Monroe's pig party will go down in the records of Toledo grain dealers as one of the most enjoyable occasions in the history of the local trade. Mr. Monroe is one of the leading millers of Northwestern Ohio (his plant is at Archbold). During a Red Cross carnival last summer Toledo grain dealers were fortunate to win one of Archbold's prize pigs. The agreement was that Mr. Monroe should care for the pig until the early winter and that it should grace a banquet table. When arrangements were made for the feast it was found that there were three pigs. The additional porkers provided more material for

the banquet and as a result a larger party than was first planned attended the feast. Arrangements for the party were made by W. W. Cummings, Joe Streicher and Joe Doering, Judge Lem Ulrich, of Lamson Bros. & Co., acted as toastmaster, and gave the true history of the pigs.

* * *

At a meeting of the directors of the Toledo Produce Exchange, December 6, arrangements were made for the inspection of beans at this point. In the appointment of a bean inspector at Toledo the local exchange is fulfilling the request of many growers in southern and central Michigan who ship to this market. It was stated that Toledo has all facilities to handle beans and is the logical gateway for the distribution to other markets. H. E. Chatterton, one of the largest dealers in the country, and E. W. Burkhart, representative of the Michigan Bean Jobbers Association, attended the meeting. G. A. Gohring will instruct Chief Inspector Ed. Culver, of the Toledo Exchange, how to grade the beans. Grading rules of the Michigan association will prevail.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

THE past month has kept the hay and grain trade, the elevator operators and the mill-men on the jump. Conditions have been rapidly changing with the markets unsettled, but prices as a whole have held up better than had been expected. The loss of distillery and brewery business is being strongly felt by several local concerns, which from October to May and early June handled many thousands of bushels of corn, rye, malt, etc., to supply the liquor industry.

* * *

The wheat situation is growing somewhat alarming. The wheat supplies of the country are held by the Grain Corporation, which has been buying wheat freely for export, and has been also buying flour in great quantities at high prices. The country elevators and mills are very low on wheat, and many are already being forced to the primary markets for supplies. Locally, a price of \$2.35 a bushel is being paid for No. 2 soft winter wheat, but the price is not attracting much wheat, as there is no wheat in the district. Over 20 southern Indiana millers were recently on the St. Louis market at one time in search of supplies.

* * *

New corn has been coming on the market in unusually good shape, it being dry and comparatively free of moisture. The very moderate weather experienced during harvest time, and since then, has resulted in corn maturing well in the shock, and local handlers claim that it is the best crop that has been handled in several years.

* * *

New corn as well as old corn has been in good demand, there being a better demand at the present time for corn for feeding purposes than for milling. Yellow corn is carrying a premium of three cents a bushel over white of the same grade, while mixed is carrying a two cent premium. No. 3 white, cash, Louisville, was quoted at \$1.49 at that time. The mills haven't been able to secure much business on meal and corn products since the flour substitute ruling was removed, as the country is well stocked. However, some mills have been oversold on hominy feed at \$55 a ton.

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In the oats market things are a little duller than they have been, due largely to the fact that the Government has reduced its buying in this market. There has only been a fair demand and receipts have been lighter. No. 2 white oats, latest quotations, cash, Louisville, were on the basis of 77½ cents.

In the hay market there has been a weaker condition noted, due to much heavier receipts, the fact that the local and country trade is now supplied, and the lack of Government buying. No. 1 timothy is being quoted at \$31 baled, with other hays at the usual differential. This price is about \$2 a ton under last month's price. There has been a better movement of river hay during the past few days as a result of higher water.

* * *

A number of large grain shippers from various points in the Ohio and Mississippi Valleys were in Louisville on December 11 and 12, in attendance at the annual convention of the Ohio Valley Improvement Association, the grain men being strong for better waterways, and a \$10,000,000 appropriation for Federal barge lines. Such improvements will greatly facilitate handling corn, hay and other products from the rich Ohio bottom lands. At the present time securing barges and boats for handling river shipments is a serious question, as millions of dollars' worth of damage was done by the ice last year,

and it is almost impossible to get private capital interested, with the railroads trying to throttle the water carriers. A case is now pending in Federal court in which the Louisville & Nashville Railroad is called upon to explain a supposed hidden ownership of the Louisville & Cincinnati Packet Company.

* * *

What the land banks are doing for the farmers was shown in Louisville at the annual directors' meeting of the Federal Land Bank at Louisville, handling the Kentucky, Ohio, Tennessee and Indiana district. During 11 months of this year the bank loaned \$9,463,300 to farmers for improvement of property, the money being distributed to 3,911 men.

* * *

R. Lee Callahan, of Callahan & Sons, Louisville, as head of the Grain Committee of the Louisville Board of Trade, recently made arrangements whereby one rate man will be employed to do nothing but look after grain rates for the committee, the expense of keeping him being assessed against several local elevator and grain houses. This man will be under the supervision of C. B. Stafford, of the Board of Trade Traffic Department.

* * *

Edinger & Co., elevator operators of Louisville, handling a considerable jobbing business in hay and grain, recently lost a case in the Court of Appeals, which had been appealed from the Jefferson Circuit Court. It is the case known as "Edinger's Mule," and has attracted considerable interest. This mule kicked a blacksmith several years ago, and the man won a \$7,500 verdict. The company endeavored to collect from its liability company, which showed a clause in its policy which excepted vicious animals, and the case hung on whether the animal was vicious or not. The evidence leaned slightly to the fact that the animal didn't have the sweetest disposition in the world.

* * *

While the acreage of wheat in Kentucky is claimed to be approximately 10 per cent greater than in 1917 (harvested in 1918), farmers are somewhat worried as a result of the long spell of warm weather, accompanied by fair rains, which has resulted in new wheat getting an unusually strong start for the fall. Severe weather without a protecting snow would play havoc with the crop generally, and result in a very small yield for a largely increased acreage, it is claimed.

* * *

Reports from various sections of the state indicate that farmers are nearly through with corn harvesting, and that as a whole the yield was excellent. For a time the farmers were making a big campaign to recruit labor, and called on the camp commandant for assistance. However, mild weather enabled them to take good care of the crop.

* * *

S. Thruston Ballard, of the Ballard & Ballard Company, Louisville, is one of the most active workers in a plan that is being formed for erection of a memorial in Louisville to the boys who fell while serving their country. Plans are being laid for a great memorial hall to cost a million or more and to be used for large public gatherings.

* * *

The Evarts Wholesale Feed & Grain Company, Evarts, Ky., was recently capitalized at \$6,000, by B. M. Williams, E. N. Early and N. B. Smith. The company will manufacture feeds and deal in grain, cereals, etc.

MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

MILWAUKEE is coming to the front as the second largest oats market in the country. Chicago holds first rank, then Milwaukee, while Minneapolis now holds third place in the matter of grain trading importance.

The receipts of oats at Milwaukee since August 1, have been in excess of 18,500,000 bushels, compared with 13,300,000 bushels for the same period of 1917. This indicates a gain of more than 5,000,000 bushels for a period of a little more than four months.

* * *

Total grain receipts early in December have been running about 50 per cent ahead of last year with nearly 1,300 cars of weekly receipts as compared with more than 800 cars for the corresponding week a year ago.

* * *

George A. Schroeder, traffic chief of the Chamber of Commerce, and Frank Barry, head of the Traffic Bureau of the Association of Commerce, are opposed to Government ownership of railroads after hearing the question discussed at Cincinnati at the Traffic League meeting. Shippers under the present regime seem to have no satisfactory authority to which to appeal in cases of claims. The Government does not

seem disposed to pay claims for losses, said Mr. Barry, and there is no appeal for redress which is heeded. He says there are many Milwaukee shippers with claims against the railroads who are holding off. There is strong opposition, Mr. Barry says, to the proposed mileage scale of rates and it is no more than fair, he argues, that there should be a decision on this point only after extensive hearings in which the shippers have had a voice.

* * *

The rate of interest on advance at Milwaukee for the month of December is 7 per cent.

* * *

The following new members have been admitted to the Milwaukee Chamber of Commerce during the month of November: C. A. Breen Sr., and Frederic H. Foy, and the following memberships were transferred: J. C. Thomson and F. W. Davidson.

* * *

Secretary Plumb, of the Milwaukee Chamber of Commerce, reports that during the nine months from March 1, 1918, to December 1, 1918, 17,080,763 bushels of grain were loaded on board vessels at Milwaukee, as follows: Oats, 10,338,380 bushels; wheat, 6,072,041 bushels; corn, 415,600 bushels; barley, 254,742 bushels.

* * *

The clover seed crop of Wisconsin this year is very short, many counties reporting no clover cut for seed. The estimate for the entire state is that clover seed production is no more than 58 per cent of normal. The dry weather of the late summer shortened the growth of clovers and grasses. Some cattle are going into the winter thin because of the short feed.

* * *

The season of navigation for the year 1918 also hung up a new record for the Milwaukee grain market. Shipments by lake from this city were in excess of 17,000,000 bushels up to December 1. Boatloads of 400,000 bushels or more have been a common occurrence. Although much of this grain went direct to Buffalo, a large proportion of it was consigned to Canadian ports on Georgian Bay, whence it went to Montreal by rail for shipment to Europe.

Most of the grain shipments from the Milwaukee market have been wheat and oats, with a small percentage of other grains. The shipments of wheat alone aggregated more than 6,000,000 bushels.

* * *

The closing of the breweries of the city on December 1 has been one of the warmest topics of discussion among grain men of Milwaukee for several days. Ten large breweries of the city were practically put out of business on that day, only the bottling and the selling departments continuing to be active after that date. W. H. Austin, counsel for the brewers of the state and for upper Michigan estimates the loss to the Milwaukee breweries alone at about \$50,000,000.

* * *

The Milwaukee Chamber of Commerce recently entertained five distinguished visitors from Japan, of which the leader and spokesman was R. Yamashima, vice-president of the Tokio Chamber of Commerce, and S. Sheba, honorary secretary of the same exchange. These five visitors were named by the emperor of Japan and represented about 60 boards of trades and chambers of commerce of the empire. They have visited all the leading exchanges of the Middle and Far West to promote trade and mutual good will.

* * *

In a forecast recently made by Secretary Harry A. Plumb, of the Chamber of Commerce, he stated that normal conditions in the grain trade would not be restored for several months to come. He believed that the various restrictive rules for the grain trade would have to be retained for a time at least. He argued that the same abnormal conditions would exist in the grain market as prevailed before the war when the market soared to unusual levels because of the manifest scarcity of grain.

* * *

Rye has been advancing for a time at the Milwaukee market because of the strong buying by the Government, together with good milling and shipping requirements. Though the visible supply of rye for the country has been something like 10,000,000 bushels, a high record, the offerings have been in excellent demand here.

* * *

R. E. Smithyman, chief of the United States marine division, located at Milwaukee, says that there will be a boom in lake trade with the conclusion of peace. He states that many vessels will change hands and many new ones will appear on the lakes and the rivers of the country, which will be of profound interest to the grain men. Milwaukee especially, should see a revival of this water traffic, according to Mr. Smithyman, who declares that many steamship companies have been passing up Milwaukee in favor of Chicago and now they will give more attention to this port.

The Manitowoc shipyards, and those at Green Bay and Sheboygan, will be in operation all winter, which will mean a good supply of ships. The continuance of Government shipyards for a long time to come means a number of ships which will be ample for every contingency. Many of the ships with a German tang to their names are seeking to have the name changed

so as to take advantage of the full volume of traffic without any racial discrimination. To get this change of name a boat must be not less than five years old, nor more than 20.

* * *

The Michigan City, Chicago and Western Transportation Company, Milwaukee's newest boat line, has started operations between Milwaukee and Michigan City. There will be nine boats weekly with a complete schedule. The boats make close rail connections to Eastern points.

* * *

Final reports on the Wisconsin corn crop show 73,000,000 bushels, compared with 42,000,000 bushels for last year. The yield this year was fixed at 41 bushels an acre, compared with only 22 bushels an acre a year ago. The western and southern counties of the state have a high percentage of well dried, mature corn, and the dry weather has cured it well. Some of the corn grown from imported seed failed to mature. Little corn matured properly in the eastern and northern sections of the state. There is a shortage of roughage in Wisconsin and much of this poor corn was put into silos. Wild hay was cut very generally to piece out the poor tame hay crop. Hay is now reported to be selling frequently as high as \$20 to \$25 per ton.

ST. LOUIS

R. O. JOHNSON - CORRESPONDENT

FURTHER stimulus to traffic for the new Federal Barge Line on the Mississippi River was given December 8, when Director-General of Railroads McAdoo announced joint water and rail rates between upper Mississippi Valley points and New Orleans. Rates by river now are 20 per cent cheaper than rail rates between St. Louis and New Orleans, and the joint rail and water rates will be based on that differential. The new rates will apply to shipments to and from Wisconsin, Minnesota, Illinois, Iowa and the part of Indiana near Chicago, and also in Missouri north of the Missouri River, and to communities on the south end of the river that take the same route to New Orleans. The rates will have the effect of saving the northern shipper 20 per cent on the rate he now pays on the portion of the haul between St. Louis and New Orleans, or approximately 1,145 miles.

Benefits to be derived from the new rates are about as follows: Every city and town in the upper Mississippi Valley not on the river is, so far as cheap rates are concerned, brought to the river bank. It makes the river service an integral part of the transportation facilities of the country, whereas since its establishment it has really been an outside agency. It gives to towns and cities that do not now profit by river service, because of improper equipment and terminals, an assurance of the permanency of the service that should mean prompt construction of such terminals.

A. W. Mackie, manager of the river service, declared that the establishment of the joint rates was the greatest event in the life of the service since its creation, and said that it was reasonable to suppose that with the joint rates in effect, similar rates on river and ocean will be established. This should create joint rail, river and ocean rates and divert to the river an immense tonnage of Mississippi Valley products which now move east and west by rail to New York and other cities. These may now go south by the river and thence to New York or abroad. All this tonnage, Mr. Mackie declared, will pass through St. Louis, and naturally will swell the business of the city. He predicted that the river front at St. Louis in a few years will be lined with warehouses, the distributing points for many of the large industries of the Middle West and upper Mississippi Valley territory.

The only fly in the ointment was disappointment by some traffic managers because the new joint rates did not extend to western Louisiana, southern Texas and the Southeastern states at present shut off to St. Louis trade to a great extent by the existence of cheap water rates to New York. They interpreted the order to confine the territory at the South to the immediate vicinity of New Orleans, and river points such as Vicksburg and Baton Rouge. P. W. Coyle, traffic manager of the St. Louis Chamber of Commerce, in commenting on this phase of the situation, declared he felt certain that very shortly orders will extend the rail and water rates to include this Southern territory.

* * *

In a recent drive for money for the War Work Fund, William H. Danforth, president of the Ralston Purina Mills, who recently returned from France, induced members of the St. Louis Merchants Exchange to raise \$1,305. At the close of the meeting Mr. Danforth auctioned a German helmet, which was bought by George Harsh. He tossed it on the floor and charged members a dollar to kick it. Nearly \$100 was realized for the fund in this way. Mr. Danforth paid a high compliment to Ben S. Lang, who he said was an in-

defatigable worker for the Y. M. C. A. in France. Mr. Lang now is back in the pit on the Merchants Exchange. E. W. Stewart, formerly representative of Ware & Leland, Chicago, who went abroad with Mr. Lang, is expected back shortly.

* * *

A car of No. 1 red winter wheat donated by farmers through the Fidelity Co-operative Grain Company, of Fidelity, Ill., and shipped to the Parrott-Day Grain Company, on the St. Louis Merchants Exchange, was sold recently for the benefit of the Red Cross and netted \$1,838. The wheat brought \$2.37 a bushel, or 13 cents over the Government price, and was purchased by P. W. Harsh of the Terminal Elevator Grain Company. P. P. Connor acted as auctioneer.

* * *

Annual collections for St. Louis hospitals on the Merchants Exchange recently netted \$961 and were near the largest amount ever realized for the organization. Regardless of the many calls for funds for war relief and other charities, both millers and grain men responded liberally to the appeals of the female charmers in charge of the collections. As the session closed, P. P. Connor auctioned off the flowers and several checks of \$25 and \$50 were turned in. Mrs. J. O. Ballard, wife of the president of the Exchange, and Mrs. Eugene Smith, wife of the secretary, aided in the collections.

* * *

Trading in corn futures has improved on the St. Louis Merchants Exchange since the lifting of restrictions last week, and permission to make spreads to the extent of 200,000 bushels. The lifting of the ban was announced in a telegram from J. J. Stream of the Food Administration to J. O. Ballard, president of the Exchange, and came a few days after Mr. Ballard and George Harsh returned from a conference in Chicago with Food Administration officials looking towards removal of restrictions. The requirement of a license to deal in the current deliveries is now about the only restriction left to be removed.

* * *

Shipments of wheat down the Mississippi River by the Federal barge line are increasing, as some larger barges are now in use. The Marshall Hall Grain Company last week loaded 1,492,000 pounds of wheat for one trip, compared with recent average shipments of 960,000 pounds.

* * *

Secretary Douglas Boyer of the Missouri Grain Dealers Association was in St. Louis last week and was on the Merchants Exchange. H. B. Dorsey, secretary and treasurer of the Texas Grain Dealers Association of Fort Worth, Texas, also was a visitor on the floor.

* * *

William T. Hill, formerly president of the J. H. Teasdale Commission Company, St. Louis, who made a large fortune in the war rise in wheat two years ago, is reported to be about to re-enter the grain business on an extensive scale. Mr. Hill only recently recovered from a severe attack of influenza and is at present on a hunting trip in the Ozarks.

* * *

Grain men were grieved recently at the death, in St. Paul, of Mary J. Johnson, mother of Med B. Johnson, a well-known St. Louis grain man. Mr. Johnson has been connected with the firm of T. E. Price & Co. for many years.

* * *

Influenza has played havoc with St. Louis Merchants Exchange members, but most of them who have been sick are on the road to recovery. Secretary Eugene Smith has been ill at home for over a week. Eugene Dreyer of Dreyer Commission Company is back on the floor after a short sick spell. E. F. Daly of the E. F. Daly Grain Company is in harness once more, and Harry Adam of Reed-Adam Grain Company is completely recovered from a recent attack. H. J. Watson, of Ichtertz-Watson is confined to his home, while Tilghman A. Bryant recently lost his 18-year-old son through the disease.

* * *

Grain and feed men on the St. Louis Merchants Exchange recently all report almost perfect conditions for winter wheat, both east and west of the Mississippi River, and declare that the next crop should break all records unless the winter kill is of record-breaking proportions. Among those that expressed this opinion were Edward S. Pfeffer of the Pfeffer Milling Company, Lebanon, Ill.; Geo. W. Tiedemann of the Charles Tiedemann Milling Company, O'Fallon, Ill.; H. W. Kuhlman of the Star Roller Mills Company, California, Mo.; J. M. Cook of Riley Feed Manufacturing Company, Pine Bluff, Ark.; W. C. Northern, a cotton seed dealer of Little Rock, Ark., and Joseph B. Wenger, Cairo, Ill.

* * *

Comprehensive plans to be submitted to Congress providing for the creation of a definite and permanent waterways commission, distinct from any other department of the Government, that will have control of all waterways, and an appropriation of sufficient money to improve all the inland navigable streams of the country, are being worked out by James E. Smith, president of the Mississippi Valley Waterways Association.

These plans, it was announced at St. Louis recently, will recommend that Congress set aside something

like \$500,000,000, or the amount needed to improve the waterways, and place Government equipment on the principal streams. It is hoped to get the Government to take up the project in a systematic way and complete it along the plan adopted in constructing the Panama Canal.

Mr. Smith has accepted an invitation to address a big waterway meeting at Pittsburgh on January 2 and 3, and at it he will outline his plans and urge the meeting to adopt resolutions calling on the President and Congress to put them into effect.

The meeting will have representatives from the Mississippi and Ohio Valleys, the Great Lakes and the Atlantic Intra-Costal Canals, and the Illinois and Mississippi Rivers, and is expected to be one of the most important waterway meetings that has been held for a long time.

George S. Oliver, president of the Chamber of Commerce of Pittsburgh, in a letter to Smith outlined the object of this convention as follows:

1. To put before the Government a plan which will cover the improvement of our national waterways systems in and east of the Mississippi Valley, coordinating and combining them so as best to augment and make more efficient our national transportation facilities.

2. To urge the immediate provision by the Government of a great internal deep waterway connecting the Mississippi and Ohio Valleys with the Great Lakes and the Atlantic Intracoastal Canals; and,

3. To formulate a bill to be presented to Congress that will provide the necessary funds for carrying out the waterways program. The Chamber of Commerce of Pittsburgh therefore asks the organizations in the other sections of the country interested in the Atlantic Coastwise Canals, New York Barge Canal, the Great Lakes, the Lake Erie and Ohio River Canal and in the Ohio and Mississippi Valley waterways to join in this convention.

PHILADELPHIA

F. W. COLQUHOUN - CORRESPONDENT

GRAIN men here are optimistic over the possibilities of securing additional elevator facilities for this port. Efforts are being concentrated upon the development of the Philadelphia harbor and this includes plans for the erection of a large grain elevator at Port Richmond with a capacity of between two and three million bushels.

Several meetings have been held in this city by a committee working on the development of the port. The meetings were held in the office of Director George S. Webster of the Department of Wharves, Docks and Ferries, in the Bourse. At a gathering of grain and shipping men on December 2, Mr. Webster launched a movement to have a grain elevator built at Port Richmond by the Philadelphia and Reading Railway. The subject was then discussed and it was decided to make every effort to add these grain facilities to the port.

Director Webster toward the close of the meeting suggested that a sub-committee be appointed to secure new grain elevators for Philadelphia. He named Louis G. Graff, president of the Commercial Exchange, as chairman of the elevator sub-committee, and Mr. Graff will in turn appoint the other members.

"There are only two grain elevators in this city," said Director Webster. "One at Girard Point and one at Port Richmond. Baltimore is to have new elevators that will hold three and one-half million tons. Big improvements of this character are underway also in the port of New York.

"There is a pressing need for elevators here. The two we have are taxed to capacity. Business men are appealing for additional facilities. Grain shipments form a vital part of the shipping business in any port and Philadelphia should not be behind in affording the proper accommodations."

Several weeks ago a committee was formed to develop the port of Philadelphia. Business men foresaw that this was the time to make efforts to bring the port into greater prominence. Several meetings of this port development committee were held and it was then that Director Webster after an investigation of the city decided that the grain elevator situation needed improving.

Over a year ago members of the Commercial Exchange endeavored to have the Philadelphia and Reading Railway build additional grain elevator facilities at Port Richmond but just as preparations were being made to have the plans completed the war broke out and the plan of improvement was laid aside.

* * *

Announcement was made November 25, by John B. Matthei, traffic manager of the Commercial Exchange, in the Bourse, that the American Railway Association had issued a circular to all railroads to the effect that on account of the universal suspension of business on Victory Day, November 11, that that day would be considered a legal holiday in computing

THE AMERICAN ELEVATOR AND GRAIN TRADE

Thirty-Seventh Year

time under the uniform demurrage and storage rules. He suggested that members have this in mind when checking their bills for demurrage and storage.

* * *

A Judson Stites, the prominent grain broker who was stricken on the floor of the Commercial Exchange a few weeks ago, is reported as much improved. He sends a message to his friends at the Exchange that he expects to pay a visit to them within a short time.

* * *

Friends of John Rodgers, who is connected with Richardson Brothers, grain brokers in the Bourse, welcomed him back to the Exchange December 9. He has been mustered out of service with the Naval Reserves. For several months John has been at the Great Lakes Naval Training Station near Chicago. His brother Joseph is in France and there is much concern as to his whereabouts as no word has been received from him for several weeks.

* * *

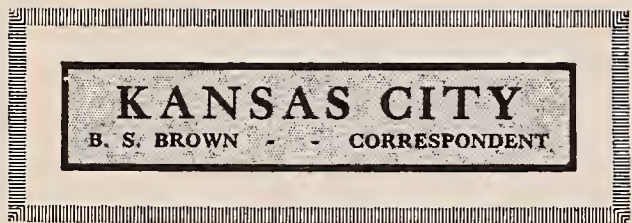
Captain John O. Foering, formerly chief grain inspector of the Commercial Exchange, has left this city for Dunedin, Fla., where he will spend the winter with his family.

* * *

The name of John Willard Craig has been proposed for membership in the Commercial Exchange.

* * *

Recent visitors at the Commercial Exchange were: J. B. Morgan, of Edgar-Morgan Company, Memphis, Tenn.; John Kellogg, vice-president of the Armour Grain Company; J. E. De Haven, treasurer of the American Milling Company, feed manufacturers, Peoria, Ill.; J. B. Toner, traffic manager of Taylor & Bournique, grain elevator operators, Milwaukee, Wis., and C. G. Schaefer, of G. E. Pattison Company, feed manufacturers, Memphis, Tenn.



THE advances in charges which the elevators made September 5 have been withdrawn after a great deal of informal litigation and all commissions over the old rate collected since that time will be returned. Immediately after the advanced rates were announced grain dealers not connected with elevators represented by the Kansas City Carlot Receivers and Shippers Association took the matter up with the Railroad Administration, officials of which after an investigation ordered the old schedule restored on the ground that the change had been made without their approval or authority. This the elevators refused to do, saying there was doubt as to who had authority in such a matter. Later a conference of all interested parties was called at New York by the Railroad Administration. Committees representing the Board of Trade, the elevators and the Receivers and Shippers Association were present. The outcome was the announcement that "by mutual consent of all concerned" the schedule existing prior to September 5 would be restored and excess charges collected in the meantime would be returned. The whole matter centered around the charge for transferring grain, which was raised from a half to a cent a bushel. While elevators and their patrons were strong in their views about the advance, there was no hard feeling manifested. The chief argument presented by elevators for the advance was the scarcity and increased cost of labor. J. G. Goodwin, former weighmaster of the Board of Trade, was named Federal administrator of railroad elevators at Kansas City.

* * *

Elevator operators at Kansas City have recently complained to the Food Administration of the handicap under which they have been put by the enormous stocks of wheat they have had to carry for the Government for several months. As a result it has recently been announced that a substantial reduction will be made in the stocks as fast as ships are available at Gulf ports to take the grain to Europe. The last week in November shipments of this kind amounted to over 750,000 bushels, which afforded some relief, although the total is still large, slightly under 15,000,000 bushels. It is expected that several million will be moved by the middle of December. On the first of December it was reported that ships were at Galveston to take a million bushels of Kansas City wheat abroad. Thus far only red wheat has been shipped.

* * *

As at other terminal markets, the embargo on inbound shipments of grain was modified the first of December to the extent of allowing coarse grains to be moved without the formality of a permit until at

least January 2. At that time another ruling will be made, but it is not expected that the restrictions will be put back. At Kansas City an effort is being made to allow wheat to move freely as receipts the past few weeks have been inadequate for demand. With the exception of red wheat, all permits requested of the Kansas City Grain Control Committee have been granted for over a month, but as receipts have never equaled the number of permits it is not thought likely that there will be an increase in the grain movement in the near future as a result of removing the embargo. The embargo was first put in force September 16.

* * *

A unique situation prevailed in the cash wheat market at Kansas City the last part of November. Despite the fact that stocks were over 15,000,000 bushels, the biggest supply ever held here, prices made an extreme advance of 6½ cents, premiums over the guaranteed basis ranging up to 9 cents. The reason was that the bulk of the wheat is owned by the Grain Corporation, which cannot dispose of the grain except through export channels. Mills and order buyers who asked the Food Administration for wheat were told "the Government has no wheat for sale." There were numerous complaints about paying the high prices, but nothing was done. It is thought likely that sooner or later the Government will have to make provisions for redistributing wheat as receipts lately have been far under requirements, despite liberality in issuing permits. In case this is done and carrying charges are added to the price, mills will have to pay about 10 cents a bushel over the minimum prices as most of the grain has been in store several months. At the same time there is much speculation as to how the Government is going to maintain its guaranteed prices next year. No one doubts but that the guarantee will be made good, but no matter how it is attempted there will be an enormous amount of complex clerical work.

* * *

Frank A. Theis, of the Simonds-Shields-Lonsdale Grain Company has been elected a member of the Board of Trade on transfer by certificate from R. C. Kemper. His father, J. A. Theis, Armour Grain Company, is also a member.

* * *

An amendment to the Board of Trade rules allowing carlots of grain to be delivered on future contracts any time during the current month, instead of the last five days only, has been defeated twice in the past month.

* * *

James N. Russell, president of the Russell Grain Company, has returned to his office after several months at an officers' training school in Camp Pike. All candidates for commissions were discharged shortly after the armistice was signed.

* * *

Total deliveries on November contracts at Kansas City were 70,000 bushels of corn and 166,000 bushels of oats.

* * *

The outlook for wheat in the Southwest was never better, all reports both private and official being highly favorable. Kansas has nearly 11,000,000 acres planted, with prospects of a yield close to 200,000,000 bushels. Missouri and Oklahoma report big increases with the condition well up in the nineties. Cattle are being pastured freely.

* * *

The Kansas Grain Dealers Association has accepted the invitation of the Hutchison Board of Trade to hold its next annual convention there, May 22 and 23.

* * *

Sergeant Ralph P. Tanner, son of T. J. Tanner, grain editor of the *Drovers Telegram* and a well known statistician at the Board of Trade, was killed in action in France recently. Before enlisting he was employed as a market reporter.

* * *

The first shipments of new corn received at Kansas City sold for premiums over the corresponding grades of old ranging up to 13 cents. Moisture content was high, as is usual with new crop, but condition otherwise was excellent. The corn is coming from Iowa, Illinois and the Northwest and is moving out to feeders in the Southwest, where the crop was practically a failure.

* * *

E. D. Bigelow, secretary of the Board of Trade for 22 years and the oldest living member, celebrated his eightieth birthday December 5. The Exchange presented him with an easy chair, a reading lamp and a table.

* * *

C. P. Moss, for many years a member of the Board of Trade, received word recently that his son, Clinton F. Moss, had died October 10 of pneumonia in London. He enlisted in the tank corps last May and had been in England only three days.

* * *

George A. Aylsworth, president of the Aylsworth Grain Company which operates the Murray Elevator, will resign from his position January 1 to join the Aunt Jemima Mills Company of St. Joseph, Mo. He will be assistant to the president, R. R. Clark, his father-in-law. Most of the stock of the Aylsworth

Grain Company is owned by members of the Bartlett-Frazier Company of Chicago, who will continue the business under the same name.

* * *

Receipts of wheat at Kansas City in November were nearly 2,500,000 bushels, compared with 4,500,000 bushels in October. The average November movement is over 5,000,000 bushels. No heavy movement is expected for the remainder of the season. Corn and oats receipts were also under the average.



MEMBERS of the Produce Exchange, especially the grain trade, were sorry to hear recently that their friend and associate, Paul H. Vilmar, export manager for James Carruthers & Co., Ltd., the big grain firm of Winnipeg, Montreal, and New York, had resigned that position, much to the regret of the members of the firm, who were reluctant to lose him. However, Mr. Vilmar felt that it was only just to them that he take this step because of the extraordinary dullness in the civilian export trade as a result of war developments.

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Robert B. Gentles, of Lewis, Proctor & Co., receivers and exporters of grain, flaxseed, etc., returned to his post on 'Change early this month and was warmly welcomed by his many friends. He received hearty congratulations on his greatly improved appearance as a result of his vacation in the Adirondack woods. He went there for rest and outdoor exercise in order to recuperate from nervous trouble mainly growing out of his bitter experience at the front in France.

* * *

Boyd W. Carey, who has been associated for years with the Nye, Schneider, Fowler Grain Company of Omaha, was cordially welcomed by members of the grain trade on the Produce Exchange early this month. He was warmly congratulated on his miraculous escape at the battle of Chateau-Thierry. Mr. Carey, who enlisted in the U. S. Marine Corps, was struck a glancing blow by a piece of shell in that famous engagement and was severely cut around the lips and the lower part of the nose. Strange to say, his teeth were not damaged.

* * *

Charles T. Mallette, the active and popular local representative of Simons, Day & Co., commission merchants of the Chicago Board of Trade, delighted many friends on 'Change recently by distributing an interesting souvenir in the shape of a European Peace Map. This map showed the extreme limits of the German invasion, the final battle lines, and the probable new boundary lines established by the formation of new independent nations in Central Europe. It also gave in concise form the terms of the armistice and the Fourteen Peace Terms of President Wilson.

* * *

Members of the local grain trade were greatly interested recently in reports that a cargo or two of Argentine corn had been bought at 75 cents f. o. b. Rosario. These purchases for a time had a depressing effect on the market, although it was afterwards stated that such buying was in a sense futile because the Government had refused to give permits for such importations.

* * *

John A. Hamilton, who has been associated with numerous large grain houses, especially with Wall Street private wire connections, for about 17 years, recently became representative for Shearson, Ham-mill & Co., on the New York Produce Exchange and has applied for membership. He is a brother of Guy Hamilton, for several years the able manager on 'Change for Bartlett Frazier Company, of the Chicago Board of Trade.

* * *

Since the war stopped there has been a revival in general business on the New York Produce Exchange, as partly indicated by a more active demand for memberships. As the supply was almost negligible, the price quickly advanced about \$400, sales being made at \$2,300. A large number of the applications were from men identified with the shipping trade. It is the general impression, now that the war is over, that there will be a gradual return to normal conditions when civilian business will be resumed on the old basis.

* * *

In keeping with the general program to rush grain from the West to the Seaboard with the greatest possible speed it was deemed wise this season to take full advantage of inland waterways, and hence the period of navigation on the great Erie Barge Canal was extended to an unusually late date. As a consequence the spell of extremely cold weather early this month caught 43 barges loaded with

wheat still en route on the canalized Mohawk River. These boats with a total cargo of about 400,000 bushels were firmly locked in the ice, but after ice-breakers had been at work for two days their release was effected.

* * *

Much interest was recently displayed by members of the local grain trade in a new style of barge canal boat which recently arrived at the barge terminal at the lower end of Manhattan Island. This huge boat is constructed of concrete and is the creation of Major Fox, U. S. Army, who is a brother of S. K. Fox, an old member of the grain trade. One of the chief advantages claimed for this boat is its great durability, it being practically indestructible, and its bone-dry interior, there being absolutely no chance of moisture as there often is on boats constructed of wood. Partly for this reason, it is proposed to use these boats for storing grain during the winter time when the canal is closed.

DULUTH

S. J. SCHULTE - - CORRESPONDENT

A MARKED reversal of form, as compared with a year ago, was shown in operations on the Duluth market during the fall season that ended on December 7. Shipments of grain of all kinds from this market were very heavy for the season of navigation from August 1 up to the night of December 7, when the steamer *Shaughnessy*, the last boat to load, cleared from the Peavey Elevator. Receipts of all grains aggregated 79,617,000 bushels, as against only 26,282,400 bushels during the same period last year. Wheat receipts were 63,856,000 bushels, against 14,554,000 bushels last year. Rye accounted for 7,024,000 bushels against 3,360,000 bushels last year. Barley receipts fell off, amounting to 3,346,000 bushels, as against 6,402,000 bushels last year.

Stocks remaining in the elevators when the navigation season closed aggregated approximately 4,800,000 bushels, which in consideration of the fact that the rated storage capacity of the elevators at the Head of the Lakes is nearly 35,000,000 bushels, shows that the plants here are in position to take care of any movement from the interior that may develop during the winter months. Several freighters are wintering in this harbor, and will be able to take on storage cargoes should the emergency arise. The division of stocks remaining in the elevators at the close of the season was about as follows: Great Northern and Consolidated—1,000,000 bushels each; Globe—350,000 bushels; Capitol—300,000 bushels; Itasca—500,000 bushels, and Cargill—500,000 bushels. The two milling companies at this point, the Duluth-Superior and the Duluth Universal were fairly well stocked up with wheat.

* * *

A feature in the handling situation during the season just ended was the large number of iron ore carriers that were made available for grain shipments during the closing days of the navigation season, and for winter storage. Approximately 100 freighters were chartered to hold cargoes of grain for the winter at Buffalo and at other lower lake ports. The ruling rate for final shipments to include winter storage was 6 cents, but the two last boats to load after December 5 received 7 cents, almost a record high figure in the trade.

* * *

Considerable competition for big grain cargo records took place around the end of the navigation season. The steamer *Henry L. Ford* headed the list with a load of 482,000 bushels of wheat taken on at Consolidated Elevator. The steamer *D. G. Kerr* stood second with a load of 478,000 bushels taken on at the same elevator. The former high record was set by the steamer *W. P. Snyder Jr.* at 464,000 bushels back in 1913. The record for the Great Lakes, however, stands at 485,000 bushels, loaded at one of the Fort William elevators last October.

* * *

Duluth figures prominently in a movement to obtain adequate grain storage capacity at the Eastern terminals. P. B. Jacobson of the Minnesota State Railroad and Warehouse Commission, has returned from attending the recent annual meeting of the Railroad and Public Utilities Commissioners, held at Washington, where he proposed a plan to build grain elevators at the principal Eastern terminals to be turned over to the railroads under the operation of the U. S. Railroad Administration. These elevators would supply the much needed facilities and thus put a stop to the use of Western railroad cars for storage purposes in the East.

* * *

The grade of grain handled at the Duluth terminals during the present crop year was the best in his experience in the trade, according to A. C. Smith, chief Deputy Grain Inspector on this market. Of the wheat

inspected, fully 85 per cent ran Nos. 1 and 2 dark Northern or Nos. 1 and 2 Northern. A considerable proportion of smutty wheat came under inspection early in the season, but improvement in that respect was shown later. There was very little shrivelled or light-weight grain.

* * *

A substantial tonnage of Montana wheat was handled at Duluth elevators late in the fall as a result of efforts made to move it to relieve the congestion that prevailed in the farming sections of that state until representations were made to the Railroad Administration for increased freight car facilities. The Western grain delivered here graded up well on the average and was in demand by Duluth operators acting for Eastern millers. An interesting development was the receipt of flaxseed and other grains from Hill and Sheridan Counties, Montana, which had been practically written off by Government crop experts as producers last season on account of the extreme dry conditions that prevailed there. It may be mentioned that flaxseed specialists here are counting upon handling 1,000,000 bushels of seed from those counties this season, whereas the original estimated production was represented at only a trifle better than zero.

* * *

Members of the Duluth Board of Trade have received notice to the effect that the Federal Food Administration has cancelled its call for a report on December 31 governing the preceding three months'



MILLING PLANT AT LA MOURE, N. D.

activities in the grain trade here. The reason given was that on account of shortage of competent clerical help through war conditions the various houses would find themselves unable to prepare accurate reports for that period. Notice has been received from the Administration though that a report for the six months ending June 30, 1919, will be called for in due time.

* * *

Business in coarse grains has been active on the Duluth market all along this season, and the demand has been sufficient to prevent any material recessions in prices in spite of the feeling that readjustments in quotations will be inevitable later on as a result of peace conditions. The movement of rye this way has been liberal, and everything offered on the tables has been promptly picked up by local millers and buyers for Eastern houses. Spot No. 2 rye eased off on this market from \$1.61 a month ago to \$1.56½. The January future was quoted at \$1.57¼.

* * *

Barley has become a feeding proposition and fair inquiry has been received here for it from Eastern houses. Stocks of barley in the elevators here were practically cleaned up when the lake navigation season closed. That grain has been traded in of late within a range of from 83 to 94 cents, as compared with from 85 to 97 cents a month ago.

* * *

District trade in oats and feeds has been active on this market during the last month, according to R. M. White of the White Grain Company. Shipments from this market within a radius of 100 miles have gained heavily as a result of farmers having been completely cleaned out in the disastrous forest fires of last October. It is now being found necessary to ration hundreds of settlers in oats, hay and other feeds.

J. S. BROWN, manager of the Transportation Department of the Chicago Board of Trade, has advised us that the Board was notified that carriers have been instructed to consider Monday, November 11, a legal holiday in the computation of demurrage and storage charges.

MONEY IN SMALL MILLS

Many elevator operatives have become interested in the money-making possibilities of the small mill in communities where town and country unite in the support of home industries.

The accompanying reproduction is from a photograph of the mill at LeMoure, North Dakota. This mill is owned by the Home Milling Company and is one of a chain of five mills owned by them. Each mill is equipped with an American (Midget) Marvel Mill—the LaMoure unit being operated by electricity. Besides the main milling equipment, they have a Richardson Oats Separator, Eureka Single Scourer, American Marvel Double Scourer, Eureka Friction Bran and Flour Packers, Automatic Roll Scale, and a Great Western, 9 x 24. Two Pair High Roller Feed Mill.

A large portion of this mill's business is exchange work. Every farmer bringing in wheat for exchange receives 40 pounds of flour, 20 pounds of bran and shorts, and the farmer is charged 35 cents a bushel for grinding. This figures out that the farmer is realizing an extra profit of from 25 cents to 35

cents on each bushel of wheat so exchanged. At the same time, the mill can make a very nice profit from it.

At this writing, this mill is running day and night and it looks as though they will continue to do so for an indefinite period.

The establishing of a chain of mills is becoming quite popular, as there are certain advantages to be derived from the united buying strength as well as in the management and sale of the product. There are numerous territories where an enterprise of this nature would be a very profitable undertaking.

WHAT CONSTITUTES DELIVERY?

The following decision relative as to what constitutes delivery was rendered by the Supreme Court in session at Minneapolis, Minn., in the case which was appealed in that court by the Quinn-Shepherdson Company of Minneapolis, Minn., against the Great Northern Railway Company from the Municipal Court: A contract for the shipment of a car of wheat over the line of defendant's road contained the provision that the wheat should not be delivered to a named prospective purchaser without a delivery of the bill of lading, and that such prospective purchaser should not be permitted to inspect the wheat before such delivery. The court held that the act of the defendant on the arrival of the car at destination in switching the same at the instance of the prospective purchaser or to an unloading sidetrack did not constitute a delivery to such purchaser and also that the carrier in such a case is not responsible for an inspection by the prospective purchaser when made through secret and stealthy means without the knowledge or consent of the carrier. The order of the lower court was affirmed.

ASSOCIATIONS

CONVENTION CALENDAR

February 18-20—Minnesota Farmers Grain Dealers Association, Minneapolis.

May 20-21—Grain Dealers Association of Oklahoma, Oklahoma City.

May 22-23—Kansas Grain Dealers Association, Hutchinson.

OHIO GRAIN DEALERS AT COLUMBUS

The fall meeting of the Ohio Grain Dealers Association was held at the Southern Hotel, Columbus, on November 22. The special business to come before the meeting, as announced by Secretary J. W. McCord, was the margin of profit allowed under the ruling of the United States Food Administration, Special License Regulations Nos. 3 and 25. This was fully discussed, and a strong protest was also made against the present permit system which, it was claimed, discriminated against the natural markets of the state in favor of tributary markets where permits were not required.

MORNING SESSION

The morning session was called to order at 10 o'clock by President C. M. Eikenberry, of Camden, who expressed his thanks for the honor conferred upon him at the June meeting in his election to the presidency of the Association. He hoped that with the help of the grain dealers they would work out successfully the problems of reconstruction as they would affect the grain trade.

After reading the committees appointed for the coming year, President Eikenberry opened the discussion on the new profit system as laid out by the coarse grain division of the Food Administration, and introduced C. B. Riley, secretary of the Indiana Grain Dealers Association, who spoke on this question.

Mr. Riley said in part:

It is the first time I have had the pleasure of attending the fall meeting of the Ohio Grain Dealers Association, although I know very many individual dealers. We have taken up the question of profits in our Association very many times for consideration during the past few years. We have believed for a long time that the grain dealer did not receive sufficient profit in his business. We tried to get from the Food Administration a fair margin for handling wheat. It has been understood for a long time that there should be a margin of from 8 to 9 cents. A large majority of our dealers are buying strictly according to grade, paying the highest price for No. 1, and then, on a scale down. In Illinois they have had trouble with the Government because they did not discriminate between the grades, but paid the same for No. 1 as for off grades. Therefore, they were obliged to make a refund.

This new proposition to establish a margin of 3 per cent net on the annual turnover of grain up to \$300,000 or less I regard as a very fair one. Three per cent net on the present price of wheat and oats means a 5 per cent margin. This will allow a fair margin if you buy on grade and handle the grain right. It is to the grain dealer's interest to keep his books in such manner as to show what it costs to conduct his business. This regulation of the Government is a good thing in that it obliges the dealer to keep his books properly.

In the discussion following Secretary Riley's speech John Wickenhiser, of Toledo, asserted that the country grain dealer was fooling himself all the time in the matter of grades. He bought soft corn and musty oats paying the same price therefor as for good grain. That was where the country dealer lost out. A campaign should be made by the Association, said Mr. Wickenhiser, not for greater profits, but for better grading and accounting. If grain was bought right the matter of profits would take care of itself.

On the question of shipping permits Mr. Riley said the Indiana Association had asked for certain modifications as follows:

First—Extensions of time when required.

Second—Making the time of the permit to begin to run the day the car was set for loading and not the day the permit was received.

Third—Making permits interchangeable between stations on the same line of railroad.

Fred Mayer, of Toledo, said that shippers had found the present system objectionable because often the agent failed to send in the application promptly to the Control Board, and the permit not arriving promptly the shipper was subject to demurrage.

Mr. Wickenhiser suggested the application be made through the mails. This would overcome the frequent neglect on the part of the railway agent.

The matter was finally left to a special committee appointed by the chair as follows: Fred Mayer, Toledo, chairman; F. E. Watkins, Cleveland; E. E. McConnell, Buffalo; C. S. Custer, Cincinnati; E. T. Custenborder, Sidney; C. O. Barnhouse, Agosta; C. E. Groce, Circleville; Chas. B. Riley, Ex-officio.

This committee brought in the following resolution which was adopted as read:

Be it resolved, That we, the Ohio Grain Dealers Association, in session at Columbus, Ohio, this 22nd day of November, 1918, hereby enter a protest against the present permit system affecting the leading and natural grain markets of our state, since under the present plan these markets are discriminated against in favor of tributary and intermediate markets where permits are not required.

Recognizing that the permit is necessary to accomplish the highest possible degree of service, we would recommend that the present plan be modified as follows:

That the railway agent telegraph the application for a permit over the public wire and that the permit granted be immediately telegraphed to said agent, thus to obviate the serious delay that now occurs by reason of the slowness of the mail service.

We also recommend that the present rule of permit expiring five days after its receipt be changed to read "five days after the car is placed for loading."

We recommend that the applicant be allowed to use the same permit at any other of his stations along the same line of railway.

We recommend, however, that if the former system of granting permits to receivers can be put into effect and properly safeguarded, that said plan be reinstated as it will result, in our opinion, in a much quicker movement of grain and considerable less friction.

Resolved: That a copy of this Resolution be sent to A. H. Smith, Regional Director, U. S. Railway Administration, and to H. D. Irwin, Grain Corporation, Philadelphia.

Previous to adjournment for luncheon, the chair read the following as serving on standing committees:

Arbitration—J. H. Motz, Brice; M. A. Silver, West Jefferson; E. W. Scott, Columbus.

Legislative—Charles E. Groce, Circleville; C. K. Patterson, Pikeon; C. L. Cruikshank, Fostoria.

Membership—E. C. Bear, Hicksville; F. O. Diver, Middletown; R. W. Graham, Liberty Center; S. L. Rice, Metamora; A. R. Morse, Tiro; H. L. Frisinger, Rockford; J. Y. Stimmel, Payne.

Board of Agriculture, Ohio Agriculture Experiment Station, Ohio State University—S. B. Swope, Amanda; C. O. Barnhouse, Agosta; Chas. Ozias, Paulding; Philip Horn, Monroeville; W. M. Latham, Hayden; R. W. Lenox, Richwood; A. V. McClure, Eldorado.

Claim Bureau—A. H. Cratty, Columbus; Rea Chenoweth, London; Edward Stritmatter, Portsmouth.

Traffic—H. L. Goemann, Mansfield; W. T. Palmer, Celina; F. E. Barker, Hamilton.

AFTERNOON SESSION

At the opening of the afternoon meeting President Eikenberry read a communication from Ex-president E. C. Bear, of Hicksville, in which he expressed his regret that he could not be present at the meeting on account of illness. A communication was also read from P. E. Goodrich, president of the Grain Dealers National Association, who was also unable to be present.

O. F. Wilkinson, Special Investigator, United States Food Administration in Ohio, made an address on the work of the Administration in Ohio and the need for conservation of dairy products and fats next year. He said that errors had been undoubtedly made by the Food Administration but what it had accomplished during the war period was nothing short of marvelous. What the country was going to be short of during the next few months was dairy products, milk, cheese, butter, etc., but in the course of time this would be remedied by reason of our great resources.

On the question of marketing grain Mr. Wilkinson said that grain dealers as a general rule performed the function of transferring grain from the producer to the terminals or buyers more cheaply than any other agency but that some of the grain men had fallen into the error of believing if they could get an extra cent or two from the farmer it was good business on their part. He also spoke of complaints that had arrived from farmers who had purchased corn from dealers at distant stations, alleging the corn had arrived in a heating or poor condition. The grain dealer himself, he said, should solve these problems in a manner that would reflect credit on the trade.

C. E. Eikenberry took exception to the remarks of Mr. Wilkinson that the grain dealer was to blame for corn arriving out of condition. If the farmer who needed the corn would buy it through the dealer in his neighborhood and pay a cent or two for the service rendered he would have no trouble. The Government had found it impossible to handle grain business in a better manner than accomplished by the grain dealer, and when the attempt had been made to make a farmer into a grain dealer, a good farmer was spoiled and a poor grain dealer was made.

H. W. Fish said the cent which the farmer paid to his local dealer was his guarantee against loss. If the farmer wanted to do away with this guarantee he could assume the chance of loss himself. There were certain natural channels between producer and consumer, stated Mr. Fish, which should be followed. If not, trouble always resulted. He said that the Government authorities, instead of

referring the farmer who wanted to buy corn to a dealer in a producing section, should refer him to a dealer in his own town. This dealer would deliver corn that was in prime condition and no loss would follow.

J. H. Motz also put forward arguments to show why the grain dealer should have the business in his own community.

The following resolution was then adopted after a short discussion:

"The Governing Board recommends that the dues of the Association be increased to \$10 per year, effective July 1, 1919, and that thereafter, so far as possible, the fiscal year of the Association be July 1 to June 30 and that dues coming due prior to July 1, 1919, be prorated on the present \$5 basis for the unexpired part of the fiscal year."

A number of reports were given on condition of the corn, the majority stating that there would be about 80 per cent of a crop, for the most part yielding 35 to 40 bushels per acre.

E. T. Custenborder of Sidney brought up the matter of a sliding scale of prices on wheat instead of one price throughout the year. He would begin July 1 with the harvest price to be succeeded later by a season-in price. It cost, and was worth something, to carry the wheat, and if the farmer could get an increase of 1 cent a month for holding, he wouldn't rush his grain to the terminals and demoralize the market. More of the grain, he said, should be kept on the ground where it was raised.

The meeting then adjourned *sine die*.

The register showed a good attendance of grain dealers. Machinery interests were represented by A. S. Garman with Huntley Manufacturing Company, Silver Creek, N. Y.; G. W. Donahue with Philip Smith Manufacturing Company, Sidney, Ohio; Rinehart Smith, Sidney, Ohio.

Terminal Market Receivers were: Fred Mayer, W. W. Cummings, John Wickenhiser, Joe L. Doering, Lester Howard, Toledo; H. W. Robinson, F. E. Watkins, R. A. Murphy, Sheets Elevator Company, Cleveland; J. J. Rammacher, H. H. Richardson, E. E. McConnell, Milton Crowe, F. J. Schonhart, C. A. Bartow, G. D. Jones, Howard Smith, Buffalo; R. S. Fitzgerald, C. S. Custer, Earl J. Kramer and E. M. Brown, Cincinnati.

ILLINOIS COMMITTEE PROTESTS MARGIN

The zone agent of the Food Administration ruled the Illinois grain dealers must adjust all purchases of the 1918 wheat crop on a basis of 8 cents gross profit. A called meeting of the Illinois Grain Dealers was held and a committee was appointed to present to Mr. Barnes and other authorities the evidence of a Chicago audit company, showing that the cost of handling the wheat at a chain of elevators in Illinois was 8.28 cents per bushel, these elevators being fairly representative. This committee consisted of W. H. Holmes of Lincoln; J. A. McCreery of Mason City; G. C. Twist of Rochester; U. J. Sinclair of Ashland, and F. G. Horner of Lawrenceville.

A meeting of the Association was held at Springfield on November 25 to hear the report of the Committee, which was, in substance, as follows:

On arrival in New York, the Committee elected W. H. Holmes chairman and spokesman. Frank Crowell, of Kansas City, and Mr. Flesch, of St. Louis, were also present at the hearing before Mr. Barnes, who conducted the meeting in a very informal manner, and was very liberal in his allowance of time.

In reply to a question from Mr. Holmes at the outset, he stated that it was the idea and expectation of the Grain Corporation that the gross margin of 8 cents as established would afford a reasonable net profit to the country elevator for handling wheat.

Practically all his attention was given to the audit of Holmes & Mauer, which he succeeded in picking to pieces to his own satisfaction. Mr. Barnes advised that the only recourse was the Federal Trade Commission, and if appealed to, they would probably enter into an exhaustive investigation of the entire country elevator business, and he took great pains to impress upon the Committee that this is one bureau which is more arbitrary and socialistic than his own. He stated, however, that zone agents have the authority to use their discretion in regard to the enforcement of the refund order in individual cases, when it can be shown that enforcement would mean an actual loss or even the elimination of practically all profit.

After all efforts had been exhausted to convince Mr. Barnes of the unfairness of this ruling, the Committee secured an appointment with Mr. Alfred Brandeis of the Enforcement Bureau, and met him in Washington, Monday morning. Mr. Brandeis advised that individual cases, which have been presented to zone agents, and relief not afforded, can be presented to his Bureau, and that he has authority to review these cases and to refuse to cancel license, providing the proof furnished by the country elevator man is absolutely complete and conclusive. In other words, before enforcing an order, the Enforcement Bureau has authority to pass on

the legality and propriety of the proposed order. The situation now seems to be that where individual cases are thus carried up through the Enforcement Bureau and no relief afforded, there are about three avenues left open—first, to pay up, second, to appeal to the Federal Trade Commission, and third, to ask the courts for a writ of prohibition, and the case would then be passed upon by the Federal Court at Washington, and of course there is always the other alternative of permitting the cancellation of license.

The Committee also interviewed Senator Sherman and advised him of the case, and what had been done, but he had no further suggestions to make that were of any value.

It is the opinion of the Committee that it is now up to each individual dealer to handle his own case, and the best interest of the whole trade will be served by the continuation of the fight where the individual dealer has a conclusive case, and the dropping of the matter by each one who has not such a case.

After a full discussion of the oats grades the Association adopted the following resolution which was sent to Charles J. Brand, chief of the Bureau of Markets:

Resolved: That it is our belief that the proposed moisture test as applied to oats grading is entirely a different proposition than that of corn grading, for each additional percentage of moisture makes the shipping of corn more hazardous, while the natural moisture up to a reasonable amount does not jeopardize oats in the process of warehousing or shipping to market centers, for as we understand it, the experiments conducted by the Department of Agriculture to

giving the railroads on which they are located and capacity of the plants. Advertisers are carefully indexed and an additional value is given to the book by much miscellaneous information on grades, grain tables, arbitration rules, etc.

OFFICERS OF CHICAGO GRAIN RECEIVERS ASSOCIATION

The country grain dealer in the wide Central and Western territory made up of great grain growing states, who ships to the Chicago market, has a friend in court, or rather many friends. Individually and collectively the grain receivers of Chicago are keenly looking after the interest of the vast army of shippers who send their grain to this large terminal. Individually first, for the receiver promises and performs a unique service. He holds himself personally responsible for obtaining the top price, an honest inspection, and the correct weight for his patrons. As if this were not enough he has joined collectively with his brother receivers and formed the Chicago Grain Receivers Association which has, as one of its objects, the safeguarding of the country shippers' interests.

The illustration shows the new officers of the Association elected last month. They comprise Adolph Gerstenberg, of Gerstenberg & Co., president; W. H. Perrine, of W. H. Perrine & Co., vice-president; George F. Swenson, of Adolph Kempner & Co., secretary. Directors: George E. Booth, of Lamson Bros. & Co.; John C. McCormick, of Pope & Eckhardt Company; S. H. Warner, of Warner & Wil-



NEWLY ELECTED OFFICERS OF CHICAGO GRAIN RECEIVERS ASSOCIATION

Left to Right—S. H. Warner, Adolph Gerstenberg, J. C. McCormick, Geo. F. Swenson, Geo. L. Stebbins, P. H. Schiffin.

determine the amount of moisture No. 3 corn can contain is such per cent as will make it safe to carry from the West to the Seaboard.

Further: It is our belief that the grade of No. 3 oats should be based in considering the moisture content of such a percentum, if any is used, as will permit same to carry safely from the West to the Seaboard, and we further believe that if a moisture test lower than that be made a determining factor, and in consequence good shipping oats be put into the lower grades, such grading would misrepresent the quality and commercial value of the oats and work an injustice to both the grower and handler of this important cereal.

SECRETARY QUINN VISITS WEST

Charles Quinn, of Toledo, secretary and treasurer of the Grain Dealers National Association, was a recent visitor to Portland and while there addressed a session of the Merchants Exchange at the close of the grain call. He explained the workings of the National Association, into which the Pacific Northwest Grain Dealers Association has been admitted. The Arbitration Committee, he thought, would not be availed of much by Far Western dealers after the Pacific Coast trade has gone back to the channels existing before the war, but the Legislative Committee of the National Association, always important in keeping in close watch on congressional legislation, will be found doubly important hereafter because of problems developing after the war.

Mr. Quinn said he does not believe the spread of the Socialistic movement in Europe will extend to American national or commercial life, but it behooves the grain men of this country, he impressed the assembly, to keep a watchful eye on legislative developments so that no action inimical to the industry shall be taken. He declared the Legislative Committee of the National Association is well qualified for this task. Every grain dealer in Portland and Seattle became direct members of the Association.

INDIANA GRAIN DIRECTORY

Secretary Charles B. Riley, of the Indiana Grain Dealers Association, has just issued his directory of regular grain dealers and millers of Indiana for 1918. It comprises 154 pages with names of the grain and milling firms arranged alphabetically,

bur; P. H. Schiffin, of P. H. Schiffin & Co., and George L. Stibbens, of the Sawers Grain Company.

The Association now has a membership of upwards of 54 receivers. Meetings are held at the call of the president in the assembly rooms of the Board of Trade or, frequently a dinner is given in connection, with the meeting at some down town hostelry. Some of the subjects for deliberation and possible action are freight rates, car service, inspection and weighing, etc. The Association is well governed this year for it holds among its officers and Board of Directors some of the best posted and most prominent receivers of the Board of Trade of the City of Chicago.

ARBITRATION DECISIONS

The Cook Grain Company of Dallas, Texas, bought through a broker a car of baled corn shucks from the Ewell Milling & Grain Company of Dyersburg, Tenn., to be delivered to Llano, Texas, all papers to Dallas. Through error of railroad company the car was delivered to Plano, Texas, where, after considerable delay and accumulation of demurrage, it was located and transferred to Llano. Here the party to whom it was sold refused it. The Cook Grain Company then sent it to San Antonio and from there to Lacosta and had the shucks rebaled. The total cost to the Cook company, including a draft of \$136.33 which they paid, was \$327.29. The cost, they claim, should have been \$220.17, and put in a claim of \$107.12, the balance, which was adjudicated by the Arbitration Committee No. 2 of the National Association. This was reduced by the Committee who ordered the Ewell Milling & Grain Company to pay \$72.42, the costs to be divided.

* * *

The Lake Shore Elevator Company of Cleveland brought a claim of \$514.26 against the Richards & Evans Company of Cortland, Ohio, for the loss

caused by cancellation of a contract for two cars of K. D. corn, because it was not shipped in time. The contract had a clause: "All agreements are contingent upon * * * conditions beyond our control." The cars on arrival were refused, but defendants by agreement, accepted them at the market price, the difference to be arbitrated. The plaintiffs showed that they had ordered the cars shipped in time from a drier house in Indianapolis, but no cars were available, so they advanced the plea of the special clause in the contract, quoted above. In handing down their decision Arbitration Committee No. 2 said:

This evidence the Committee cannot consider as in the first place these parties were not mentioned in the original articles of trade and it was no concern of the defendants where plaintiffs bought their stock, and it did not matter to them, if the shipments were made within shipping time and fully in accordance with the terms of contract. And secondly, the evidence shows that plaintiffs did not order shipment from Indianapolis until two days after the expiration of the shipping time (one Sunday intervening).

The defendants introduce a letter from the broker (Mr. P. A. Murphy), stating that his understanding "that the two cars were to be shipped at once by the plaintiffs and billed direct to the buyers, and that they were in a position to make quick shipment."

It is the opinion of this Committee that the defendants were more than reasonable in their handling of this contract and did all in their power to minimize the loss to the plaintiffs, therefore, we find for the defendants.

* * *

The Smith Bros. Grain Company of Fort Worth brought a claim of \$67.60 against Sturgis & Co., of Meridian, Miss., for shortage in weights, inspection fees and demurrage on two cars of corn. The plaintiffs were awarded the decision, weight certificate of the Western Weighing and Inspection Bureau being the deciding factor.

* * *

The Mueller & Young Grain Company of Chicago had a claim of \$832.76 against the Edgar-Morgan Company of Memphis for loss on a car of corn refused by defendant and sold at a loss, the amount of the claim. The defendant made a counter claim of \$2,227.75 against the plaintiffs on contents of 9 cars of corn, 623,770 pounds, at 20 cents a bushel, because corn was not of quality they bought, but that they accepted same under protest, asking for an award. The corn was bought from a "type sample" which did not purport to be exactly like grain to be shipped. The Committee found that the corn as shipped was according to contract, but as the defendants had lost so heavily tried to get them to drop the case. As they would not agree the Committee found for the plaintiffs and ordered the Edgar-Morgan Company to pay to the Mueller & Young Grain Company \$832.76.

* * *

The Hales & Edwards Company of Chicago brought a claim for \$255 against the Mayo Milling Company of Richmond, Va., for the loss on a car purchased by defendant but cancelled by them when an embargo was placed on Eastern shipments. The plaintiffs notified the defendants several times that the car could be forwarded if they would obtain a permit from the Grain Corporation. But they neglected to do this, therefore the Arbitration Committee found for the plaintiffs.

IMPORTATION OF WHEAT AND WHEAT FLOUR

Hereafter, according to a new ruling (W. T. B. R. 295) no licenses will be issued by the War Trade Board for the importation of wheat or wheat flour except to cover the following:

(a) Shipments of wheat or wheat flour originating in Canada or Mexico when brought across the border in wagon-load lots by producers.

(b) Shipments consigned to the United States Food Administration Grain Corporation or to the Wheat Export Co. (Ltd.) (Such shipments are covered by P. B. F. No. 19, which remains in force as announced in W. T. B. R. 234.)

(c) Shipments from Canada or Mexico representing the customary retail border traffic.

(d) Shipments in bond in transit to Allied countries.



INDIANA

The grain elevator at Stroh, Ind., is practically completed and ready for business.

The Tipton Elevator Company recently purchased from Hershman & Son their elevator at Tipton, Ind.

The capital stock of the Hamlet Grain Company, situated at Hamlet, Ind., has been increased to \$60,000.

The Halstead Bros. have disposed of their elevator at Kirkpatrick, Ind., to the Farmers' Grain Company.

The McCray Grain Company of Kentland, Ind., is now using a Randolph Grain Drier, having recently installed a direct heated type of drier.

The Chalmers Grain Company of Chalmers, Ind., has just put into operation their Randolph Grain Drier, which is of the double stand type and operated by direct heat.

The Farmers Grain Company of Rensselaer, Ind., has recently installed a Randolph Grain Drier operated by direct heat and the company is now busy on the new corn crop.

The Ambia Grain Company of Ambia, Ind., has made a number of improvements on its elevator, among them the installation of a Randolph Grain Drier operated by direct heat.

Numerous improvements are being made to the elevator of the Farmers Grain Company of Liberty Center, Ind. The company is installing an attrition mill and gasoline and kerosene engines.

Farmers in the neighborhood of Morocco, Ind., are interested in the organization of a company there which will build and conduct a grain elevator. Plans are already under consideration for the erection of a plant consisting of four concrete bins costing \$20,000.

The Geneva Equity Exchange of Geneva, Ind., is tearing down the elevator at Linn Grove, Ind., which it but recently purchased from the Studebaker Grain & Seed Company and is preparing to move it to Geneva where it will be used in building another elevator.

IOWA

An electric motor has been installed in the elevator of Dozler & Morris at Primghar, Iowa.

A grain elevator costing \$15,000 is to be built for the Farmers Elevator Company of Belmont, Iowa.

A 10-horsepower electric motor has been installed in the grain elevator of Fred Shindley at Lewis, Iowa.

The elevator of the J. L. Burt Grain Company at Wilke, Iowa, is to be remodeled and capacity enlarged by the construction of an annex.

The elevator of the Kunz Grain Company at Anita, Iowa, which was burned last month, is to be rebuilt this coming spring.

The interest of J. A. Cavers in the Cavers Elevator Company at Council Bluffs, Iowa, has been sold to the Dawson Grain Company.

The Farmers Elevator Company has purchased from F. McBride the elevator located at Hamburg, Iowa. The consideration totaled \$16,000.

The Massena Grain Company has completed its new elevator at Massena, Iowa. W. D. Bell has charge of the operations of the establishment.

An addition is to be built to the plant of the Farmers Co-operative Elevator Company at Bode, Iowa, doubling the present capacity of the plant.

The elevator at Owasa, Iowa, owned by Moser Bros. & Co., of Eldora has been purchased by the Farmers Elevator Corporation. H. Dornsbach is manager.

V. D. Bumgardner & Son at Oasis, Iowa, will in the future be conducted as H. R. Bumgardner & Co. This change was made after the death of V. D. Bumgardner.

The Hubbard Grain Company of Mason City, Iowa, has made plans for the opening of a branch office at Oklahoma City, Okla. R. Gordinier will be in charge of this office.

Up-to-date equipment has been installed in the elevator of S. J. Clausen at Clear Lake, Iowa, costing \$4,000. Electric power is to be used in both the elevator and feed mill; a 10-horsepower motor in the elevator proper and two 15-horsepower motors in the feed mill. The office building has been moved and a new heating plant installed. A six-

ton scale will also help to weigh and handle the grain brought in on trucks.

The elevator of the Clark Brown Grain Company at Angus, Iowa, which burned, is to be rebuilt. The plant was valued at \$6,000 and contained 12,000 bushels grain at the time.

A lift with handling capacity of 10,000 pounds has been installed in the new wholesale and retail building which the Bowles, Billing, Kessler Grain Company built at Algona, Iowa.

A new elevator leg has been put into the elevator of the Farmers Elevator Company at Jolley, Iowa. A dust fan has also been installed and the automatic scale reset. The interior of the office was repainted.

The firm of Moreland & Eisele was organized at Earlham, Iowa, to engage in the grain and livestock business. S. C. Moreland and W. J. Eisele are interested. Scales have been installed and the plant will have its offices with the Moreland Lumber Company.

Incorporation papers have been filed at Charles City, Iowa, under the name of the Equity Business Association by L. E. Laun, Fred D. Binger and Emil Loehler. The company will engage in a grain elevator and grain buying and selling business. The capital stock of the organization is \$15,000, divided into 600 shares of \$25 each.

CANADA

A Quebec charter has been granted the Pennsylvania Coal & Grain Company, Ltd., of Montreal.

J. B. Gibson of Yorkton, Sask., has sold his business there to the M. Bawlf Grain Company, Ltd.

Work has commenced on an addition to the Gillespie Elevator Company's Calgary, Alta., elevator.

The Alberta Pacific Elevator Company has under consideration the rebuilding of its elevator which burned with a loss of \$7,000.

The Wm. Rennie Company, Ltd., of Toronto, has taken out a permit for the erection of a two-story warehouse at Chatham, Ont.

Construction work is practically completed on the \$5,000 frame and concrete elevator of the Pacific Grain Elevator Company at Togo, Sask.

T. T. Hamill, manager of the Dominion Elevator Company at Whitewood, Sask., says the company has decided to rebuild its elevator which recently was destroyed by fire.

The Sterling Elevator Company, Ltd., has been granted licenses authorizing it to carry on business in the province of Ontario and in the province of Saskatchewan.

The following Winnipeg elevator and grain companies subscribed \$50,000 or over to Canada's recent Victory Loan: British American Elevator Company; Federal Grain Company; Alberta Pacific Grain Company; International Elevator Company; Canadian Elevator Company; State Elevator Company; Consolidated Elevator Company; M. Bawlf Grain Company.

SOUTHERN AND SOUTHWESTERN

The Coalgate Grain Company of Coalgate, Okla., has discontinued operating a grain business in that city.

Shepherd & Son's elevator at Komalty, Okla., has recently been purchased by the Drennan Elevator Company.

Business operations have been started in the plant at Jourdan, Texas, owned by the J. A. Ash Grain Company.

The G. E. Harris Elevator at Moorewood, Okla., has been purchased by the Farmers Union Clearing House.

The Marquis Grain Company's elevator at Covington, Okla., has been purchased by the Boepple Grain Company.

The grain elevator at Muskogee, Okla., is to be rebuilt by the Midland Valley Milling Company. The elevator burned some time ago.

Possibly a grain elevator will be built at Leachville, Ark., by W. C. Charles, who has for some time been connected with Geo. J. Schulte & Co., of St. Louis, Mo.

The contract has been let by the Thomas Elevator Company, of which W. T. Thomas is president, for the building of a grain elevator at Quitman, Ga.,

replacing the plant which burned down a while ago. The new elevator will have a capacity of 18,000 bushels and will be of fireproof construction. Modern machinery, including a corn sheller and shucker, cleaner, automatic dump scales and electric motors of 15 and 30 horsepower, is to be installed in the elevator.

Incorporation papers have been filed by J. F. Kerr, Jacob Kerr and Wm. J. Matz as the Wheeling Milling & Grain Company of Wheeling, W. Va. The capital stock of the company is \$50,000.

The office building at Denver, Tenn., occupied by the Duck River Grain Company has been enlarged and remodeled. The old shuck sheller has been replaced by a new and modern machine.

The Marshall Mill & Elevator Company of Marshall, Texas, is completing a new building, eight stories in height, including basement. The elevator will have a daily handling capacity of 22 carloads.

Work on the construction of the elevator and mill for the Whaley Mill & Elevator Company at Gainesville, Texas, was delayed for some time, due to delay in receiving shipments of machinery.

T. L. Hughston is now associated with Tom F. Connally at Clarendon, Texas, in the wholesale grain business. They will operate under the name of the Connally-Hughston Grain Company.

Incorporation papers have been filed at Evarts, Ky., for the Evarts Wholesale Feed & Grain House. The president and general manager of the firm is H. M. Williams; vice-president, N. B. Smith; secretary-treasurer, E. N. Early.

Ward Smith, formerly with the J. H. Teasdale Commission Company, joined the forces of the Hunter-Robinson-Wenz Milling Company of St. Louis, Mo., as head of their newly formed grain commission department. Mr. Smith has over 12 years' experience in the grain business.

THE DAKOTAS

The Acme Grain Company is succeeded at Jarves Station (Bisbee p.o.), N. D., by Wold & Astbye.

The Woodworth Elevator, located at Donnybrook, N. D., has been closed for the season.

T. H. Tolan has sold his elevator at Mohall, N. D. Operations have not as yet been started in the plant.

The elevator of the F. F. Risbtein Company, located at Bruce, S. D., has been leased by Geo. M. Hovey.

The elevator of the Farmers Elevator Company at Grace City, N. D., has been taken over by H. D. Perkins & Co.

C. H. Chase Lumber Company has disposed of its elevator at Napoleon, N. D., to the Napoleon Farmers Elevator Company.

The Independent Elevator Company has installed in its plant at Nome, N. D., a new cleaner and several office appliances.

The Imperial Elevator, situated at Landa, N. D., has been purchased by the stockholders of the Farmers Elevator Company.

The Winter-Truesdell-Ames Company is succeeded in the grain business at Garske, N. D., by the Garske Elevator Company.

The Benson County Land & Investment Company's elevator at Lallie, N. D., has been purchased by the Monarch Elevator Company.

G. E. Ellingsen is succeeded in the grain business at Arnegard, N. D., by the International Elevator Company. O. K. Walker is agent.

The Gilbertson Bros' Elevator at Velva, N. D., is now owned by the Northland Elevator Company of which Frank Fisk is manager.

The elevator formerly conducted at Kelso, N. D., for the State Elevator Company has been purchased by the Equity Elevator & Trading Company.

The elevator plant of the Knox Grain Company at Oakes, N. D., has been purchased by the Oakes Equity Exchange. M. O. Jacobs is manager.

The Dresden Independent Elevator Company succeeds the Amenia Elevator Company at Dresden, N. D. H. P. Blesener is agent of the company.

The Thorpe Elevator Company has disposed of its St. Thomas, N. D., elevator to the Cargill Commission Company. Fred Van Camp is agent.

The Farmers Elevator Company at Cooperstown, N. D., has been dissolved and a co-operative organ-

ization has been formed. The liabilities of the former concern have been assumed by the new company. Edw. Michaelis is treasurer.

A loading spout has been installed by the Farmers Union Elevator Company, of Hebron, N. D. This will enable the company to load two carloads at a time.

The plant of the Steele & Frahm Grain Company at Millarton, N. D., is now the property of the Millarton Elevator Company. W. H. Long is manager of the company.

Extensive repairs are to be made in the spring by the Farmers Co-operative Company at Ayr, N. D. The improvements will include the installation of new machinery.

The plant of the Clifford Grain Company at Clifford, N. D., has been purchased by G. H. Bristol. He is operating under the name of the Bristol Grain Company.

The elevator at Westhope, N. D., formerly conducted by Theo. Strand, was closed down on December 1. Mr. Strand is now in charge of the Imperial Lumber Yard.

The Loma, N. D., elevator formerly operated by the Atlantic Elevator Company has been purchased by the Loma Grain Company. Several improvements have been made.

The North Dakota Grain Company's elevator at Dazey, N. D., has been purchased by the Cargill Elevator Company. The company now owns and conducts two elevators at Dazey.

The name of the Balfour Farmers Elevator Exchange Company which operates at Balfour, N. D., has been changed to that of the Equity Elevator Company. C. M. Dale is manager.

The Exchange Grain Company's grain elevator at Dunseith, N. D., which has been closed since 1915, is now being operated by the Pacific Elevator Company of which R. O. Wilson is agent.

The William Gehrke Elevator at Ambrose, N. D., has been purchased by the Farmers Elevator Company. The concern now operates two plants at Ambrose, with Frank Carlson as manager.

Mr. Lundgren's interest in the elevator located at Jud, N. D., has been taken over by U. Welch. The plant will now be operated as Welch & Steele. Mr. Welch has been manager of the plant for two years.

The Andrews Grain Company's elevator at Hurdsfield, N. D., has been rented by the Hurdsfield Co-operative Elevator Company. The co-operative company will operate this plant in connection with their own.

The Starkweather Co-operative Elevator Company has leased the elevator at Starkweather, N. D., owned by the St. Anthony & Dakota Elevator Company. Both houses will now be operated under one management.

The Powers Elevator at Blanchard, N. D., has been taken over by the Equity Co-operative Exchange. W. E. Zimmerman has been retained as manager. Extensive improvements are to be made next spring by the new owners.

Adam Waloch has taken over the 8,000-bushel elevator of Ripple & Poli at Lesterville, S. D. He has installed new machinery and made numerous other improvements. The plant is located on the Chicago, Milwaukee & St. Paul Railway.

The Fortney Elevator at Bowdon, N. D., has been purchased by the Equity Elevator Company. H. E. Showers is manager. Mr. Fortney has in turn purchased the Swanson & Taylor Elevator which has not been in operation for a number of years.

MISSOURI, KANSAS AND NEBRASKA

A grain house is being built at Swinton, Mo., for the Bruster Bros.

A grain elevator is being erected at Sidney, Neb., for the Farmers Elevator Company.

A new warehouse has been built at Ord, Neb., for Luke Weeks. He will handle popcorn.

A new elevator is being constructed at Smithville, Neb., for Geo. Carter of Oregon, Mo.

Work is practically completed to the elevator of the Farmers Elevator Company at Dunning, Neb.

The elevator of A. Daiss, Sr., at Eustis, Neb., has been sold to Mr. Seldomrich. G. Wolford is manager.

An addition is being built to the office of the Farmers Union Elevator Company at Lodge Pole, Neb.

The elevator of the Schaaf Grain Company at David City, Neb., has been disposed of by the grain company.

Overhauling is being done to the elevator located at Hugoton, Kan., preparatory to handling grain this winter.

Farmers are attempting to effect an organization either to build a new plant or purchase the one already located at Moran, Kan., now owned by the

Moran Grain Company. W. I. Hammel and E. N. McCormack are interested. Its capital stock will be \$8,000.

Capitalized with stock of \$50,000 the Farmers Co-operative Union has been incorporated at Melbeta, Neb.

O. C. Roberts has disposed of his elevator at Washington, Neb., to the Farmers Union Co-operative Company.

Sharp Bros. of Healy, Kan., will operate their business hereafter under the name of the Sharp Grain Company.

The Koehler-Twiddle Elevator Company has completed at Haigler, Neb., a modern 18,000-bushel concrete elevator.

Frank Kull has traded with F. J. Vopat for the elevator at Spelts (r. f. d. Ord.), Neb., and Vopat gets control of a farm.

A grain elevator of 35,000 bushels' capacity is being built at Wayne, Neb., for the Farmers Union Co-operative Association.

Henry Winters, of Hoyt, has purchased the elevator at Meriden, Kan., which was formerly conducted by D. W. Becker.

The Darlow Grain & Livestock Company of Darlow, Kan., is succeeded in its business by the Rock Mill & Elevator Company.

John McClure is contemplating the installation of a grain elevator of 8,000 bushels capacity at Garnett, Kan., this spring.

The North Elevator at Walthill, Neb., has been leased by W. M. Waterman from D. A. Aitken. He will operate the plant.

Mr. Wooldridge will tear down the warehouse at Overton, Mo. The building will be replaced by a 5,000-bushel concrete elevator.

Application has been made by Bates & Son for a site on a railroad at Jefferson, Kan., upon which it will build a grain elevator.

A Type "Z" Fairbanks Engine of 15-horsepower is to be installed in the plant of the Farmers Elevator Company at Kipp, Kan.

The owners of the Arlington (Kan.) Elevator Company have made plans for the construction of a new mill of 50 barrels' capacity.

The Duff Grain Company has completed its elevator at Palmyra, Neb., which occupies the site of the plant which was torn down.

Grain, mill feed, flour and meal will be handled at Sublette, Kan., by R. N. Hanage who has recently rented a building for that purpose.

The Atherton Elevator Company of Atherton, Mo., recently completed a new 20,000-bushel elevator. A warehouse is to be added soon.

Four tile grain storage tanks, each to be 16 feet in diameter, have been completed by the W. H. Hurley Grain Company of Clinton, Mo.

The interest in the grain, produce and fruit business at Winfield, Kan., formerly held by G. M. Tharp has been sold to Griffith & Co.

The Brown Grain Company of Pawnee City, Neb., has purchased from C. N. Linn the elevators at Pawnee City, Violet and Armour.

A grinder is being installed in the elevator of the Farmers Elevator Company of Aurora, Neb. All kinds of grain will be ground in this plant.

Farmers residing in the vicinity of Lamont, Kan., are interested in the organization of a farmers' company which will build and operate a grain elevator there.

The Central Granaries Company of Adams, Neb., is building a new elevator of 20,000 bushels' capacity to take the place of plant which burned recently.

The 50,000-bushel concrete elevator and warehouse of the Acme Milling Company at Knobnoster, Mo., has been sold by it to the Culp-Greim Elevator Company.

The grain business of M. Wigle at Malden, Mo., has been purchased by L. K. Ashcraft. Mr. Ashcraft will represent the Hastings-Stout Company of Cairo, Ill.

A new 40,000 bushel concrete elevator is being built at Loomis, Neb., for the Farmers Elevator Company. Modern and up-to-date machinery is to be installed.

A large warehouse with freight elevator is to be built for the Farmers Elevator Company of Arkansas City, Kan. This will be built in connection with the elevator.

The Wolf Milling Company is building a grain elevator at Galatia, Kan., which is now practically completed. The mill company's headquarters are at Ellinwood.

The plants of the Kelso Grain Company at Cherokee, and Arma, Kan., are undergoing remodeling. New and modern machinery equipment is also being installed.

Incorporation papers have been filed for the Farmers Union Co-operative Association of Pierce, Neb. The company will conduct a general elevator

business and is capitalized with stock amounting to \$75,000. John Kollmar, H. J. Carstens and Sam Koehler are among the 25 incorporators.

Capitalized with stock of \$10,000, Richard Frey, H. B. Kersting and others have incorporated at Mount Clare, Neb., as the Farmers Union Elevator Company.

Work has been completed to the elevator of the Farmers Union located at Scotia, Neb., which has a capacity of 25,000 bushels. Elmer West is manager of the company.

The office of the Central Granaries Company at Herndon, Kan., has been equipped with a new Fairbanks Scale. The old scale has been doing duty for more than 30 years.

The Farmers Co-operative Association was organized recently at Oak, Neb., to handle grain and other farm products. The company will commence operations in February.

A grain storage plant is being installed by the Feeders Supply Company at West Bottoms, Kansas City, Mo. Grinding, screening and elevator machinery is to be installed.

C. A. Linnemann, Arthur Amon and G. Bareiss have incorporated at Netawaka, Kan., as the Netawaka Elevator & Supply Company. Its capital stock amounts to \$25,000.

The Elwood Elevator at Fairfax, Mo., is now the property of R. L. Gross of Tarkio, Mo. He will install a corn sheller, grain cleaner, manlift and make other improvements.

A new grain elevator is to be built at Burchard, Neb., for the Brown Grain Company. It will be built on a site formerly occupied by the C. M. Linn Elevator which burned some time ago.

The Farmers Elevator Company's new elevator at Loomis, Neb., is nearing completion. The plant when finished will have a capacity of 40,000 bushels. It is of reinforced concrete construction.

The contract has been given by the Farmers Union of Redwing, Kan., for a modern elevator of fireproof construction. The plant will be on the Holyrood branch of the Santa Fe Railroad.

The Farmers Co-operative Company was recently incorporated at Emerson, Neb., by W. C. Ryan, J. A. Eckerman and others. Capital stock amounts to \$25,000. Mr. Eckerman is secretary of the firm.

The Farmers Grain & Mercantile Company and the H. F. Braly Grain Company, both operating at Cleveland, Kan., have consolidated and will continue in business hereafter under the name of the Farmers Grain & Mercantile Company.

New machinery including a car mover, warehouse scales, fire barrels and extinguishers, testing apparatus and flour mill machinery is to be installed in the plant of the Adrian Elevator S. & S. Company of Adrian, Mo. W. Timmons is secretary of the company.

The Phillips Grain Company is building a new elevator at Phillips, Neb., which will have a capacity of 25,000 bushels. The plant consists of 10 bins of cribbed construction. Machinery includes a stand of elevators, a 500-bushel hopper scale and a wagon scale and safety manlift.

MINNESOTA AND WISCONSIN

The Cargill Elevator at Ada, Minn., has been equipped with a new gas engine.

J. T. Nutting is no longer grain buyer for the National Elevator Company at Clarissa, Minn.

Plans have been completed by Joseph Kline to engage in the grain business at Minneapolis, Minn.

An addition is under course of construction to the Independent Co-operative Elevator of Eden Valley, Minn.

A 25,000-bushel elevator will be constructed at Barnum, Minn., for H. C. Hanson and a number of farmers.

An addition is to be built to the Independent Elevator at Litchfield, Minn., for handling mill feeds and flour.

Repairs have been made to the Cargill Elevator at Dassel, Minn., preparatory to handling this season's crops.

A new feed house is under course of construction at Blue Earth, Minn., for the St. John-Nimerfro Elevator Company.

A new elevator, flour mill and feed mill has been completed at Milwaukee, Wis., for the Stratton-Ladish Milling Company.

The transfer of the ownership of the houses of the Atlantic Elevator Company at Callaway, and Detroit, Minn., was made recently.

A new steel and concrete elevator is being built at St. James, Minn., for the Farmers Grain Company replacing the old wooden structure which burned down last summer. The plant is circular, 43 feet in diameter and 82 feet high, and is equipped with the latest and most up-to-date grain handling facilities. Besides the main building there is a cement block warehouse and the office building. The Farm-

ers Grain Company is the company organized after the charter of the old Farmers Elevator Company had expired.

A complete system of electric drives has been installed in the elevator and flour and feed mill of J. D. Aggen & Son at Port Washington, Wis.

The elevator of the Speltz Grain & Coal Company, located at Bricelyn, Minn., has been equipped with a new grain cleaner. A. L. Olson is the company's agent.

At the request of the Bartlett Frazier Company the Soo Terminal Elevator at Minneapolis, Minn., has been declared regular. Action was taken on November 26.

The elevator at Arlington, Minn., operated under the name of the Independent Elevator has been purchased by John and Dan Sweeny. They will operate as the Sweeny Bros.

A new feed mill with a capacity of 70 sacks per hour is being installed in the plant of the Mabel Elevator Company at Mabel, Minn. The new plant is run by electricity.

Machinery is being installed in the new concrete elevator of the Red Front Flour & Feed Company at Eau Claire, Wis., which was built this summer. The plant contains a feed mill of modern equipment.

A. White, representing the Imperial Elevator Company of Minneapolis, Minn., has been granted a traveling representative's license by the Minneapolis Exchange.

The new elevator of the Monarch Elevator Company at Raymond, Minn., has been completed. Chris M. Miller is agent for the plant. The plant will be operated by electric power.

The elevator at Otisco, Minn., has been closed and the prospects are that it will remain for some time to come. C. W. Bingham, formerly wheat buyer, has made other connections in another part of the state.

Possibly the old Farmers Elevator Company which operates at present at Dassel, Minn., will be reorganized in the near future when a new plant is to be constructed. The company will be reorganized on a strictly co-operative basis.

Construction work has been completed at the elevator of the Farmers' Elevator Company at Hills, Minn. The plant has a capacity of 30,000 bushels, and is equipped with modern handling apparatus. Christian Moe is manager of the plant.

The business of the Owatonna Farmers Elevator at Owatonna, Minn., will be conducted under the management of A. C. Anderson, succeeding W. E. Ditlevsen, who resigned. Mr. Anderson was for several years manager of the Speltz Grain & Coal Company at Hope.

Extensive improvements are to be made to the grain warehouse of Mickelson & Quammen at Deerfield, Wis. A power grain elevator will be installed facilitating the handling of grain between the floors and machinery for loading cars by gravity will be installed on the second floor of the plant. Two legs will carry the grain from the pit to the bins above which have been hoppers.

WESTERN

The license of the Snell Bros. at Miles City, Mont, grain dealers, has been revoked by order of the Food Administration.

A concrete elevator has been built at Fulton Station (Pendleton p.o.), Ore., for the Farmers Union Grain Agency.

Probably a grain elevator will be built at Greybull, Wyo., for the Denver Grain Company. The plant will be completed next fall.

Operations have been stopped for the season in the Farmers Elevator at Square Butte, Mont. D. A. Hill, former manager, is located at Hardin.

The Farmers Union Grain Agency has practically completed a new elevator at Pilot Rock, Ore. The plant is of steel and concrete construction.

The Nampa Mill & Elevator Company has enlarged its elevator located at Meridian, Idaho. The plant has storage capacity of 50,000 bushels.

A corrugated iron warehouse which will cost \$10,000 is to be erected at Colusa, Cal. It will be built on the Sacramento Northern Electric Railroad.

The White-Dulaney Company has purchased the grain warehouse at Joel, Idaho. The White-Dulaney Company has its headquarters at Seattle, Wash.

The Port of Astoria Commission of Astoria, Ore., has made plans for the erection of additional bulk grain storage tanks; it is reported, of 1,000,000 bushels capacity.

A new reinforced cement warehouse is being built at Tucumcari, N. M., for the C. M. Light Grain Company. The warehouse will be located near the present elevator of the grain concern.

The capital stock of the Palmerton, Moore Grain Company of Spokane, Wash., has been increased from \$25,000 to \$50,000. The company operates at

Rosalie, Oakesdale, Colfax and Pullman and several other towns. J. R. Neil, H. E. Palmerton and F. C. Moore are interested.

The Farmers Co-operative Mercantile Company of Ft. Morgan, Colo., has completed a new addition to its plant. The improvements will facilitate the handling and cleaning of beans and other seeds.

A 10-000-bushel elevator has been built at Glenwood Springs, Colo., for the Farmers' Milling & Power Company. Modern machinery is to be installed in the plant. G. W. Farmer is manager.

The Montana Equity Elevator Company has purchased the A. F. & K. Elevator at Red Lodge, Mont., which was formerly owned by the late John F. Ashburn, W. P. Franklin and H. O. Kellogg. Roy O. Travers will be manager.

Offices have been opened in the city of Burley, Idaho, by the Manawa Grain Company for the purpose of handling corn. Eventually the firm will establish headquarters at Pocatello and have a terminal elevator at that point.

The Gary Hay & Grain Company purchased the 75,000-bushel elevator of the Billy Miles & Bro., at Livingston, Mont. They also purchased their hay warehouse and expect to increase the hay handling capacity in the near future.

The proposition for the issuance of bonds to the amount of \$250,000 which was submitted at a recently held election to the people of Great Falls, Mont., was passed. The money will be used in the erection of a modern grain elevator.

The Globe Grain & Milling Company is now represented in Madera, Cal., by Davis & Frye, local grain men. John T. Bell, the company's former representative, has been transferred to Fresno, where he will have general supervision over a large territory.

The new elevator of the Sperry Flour Company which is being constructed at Tacoma, Wash., will be equipped with modern machinery including a pneumatic system for handling bulk and sacked wheat direct from cars to scale garners. This system will handle over 2,000 bushels of wheat an hour, raising it 75 feet vertically and carrying it 400 horizontally. The suction pipe is 12 inches in diameter. Two 100-horsepower motors will drive two positive blowers, discharging 10,000 cubic feet per minute under pressure of five to eight pounds.

ILLINOIS

The Farmers' Elevator at Alvin, Ill., has been purchased by Watson & Hannah.

The Boecker Coal & Grain Company succeeds Theodore Boecker at Naperville, Ill.

The machinery equipment in J. A. Gillis' elevator at Philo, Ill., has been overhauled.

The elevator of the Farmers Elevator Company at Melvin, Ill., will be operated by electricity.

The plant of the Oreana Grain Company of Oreana, Ill., has been equipped with a new grain drier.

A new engine and scales have been installed in the elevator of the Farmers Elevator Company at Macomb, Ill.

The new 16,000-bushel elevator of F. J. Blackburn at Jacksonville, Ill., has been completed and is in operation.

A cob burner has been installed in the plant of the Farmers Elevator Company at Clements Station (Murryville p.o.), Ill.

The charter of the Shellabarger Elevator Company at Decatur, Ill., was amended increasing the number of directors on the Board.

The LeRoy, Ill., elevators of Harrison, Ward & Co., have been leased by W. A. Webb & Co. They will operate the plant immediately.

A concrete cob burner has been erected at Allenville, Ill., for the J. B. Talbor Grain Company. J. W. Bundy is agent for the company.

S. M. Davis is president and J. C. Seaton, secretary-treasurer of the recently incorporated Farmers' Elevator Company of Seaton, Ill.

The grain elevator of Fred Rose at Homer, Ill., has been sold to A. C. Kaiser of Bonegard. He will take possession in the near future.

The Delaney Bros.' elevator at Niantic, Ill., is now the property of Frank Beall. The Delaney brothers have been in business at Niantic for 19 years.

A boiler has been installed in the plant of the Central Illinois Grain Company at New Berlin, Ill. Alterations are also being made to the driveway dumps.

The interest of O. P. Morgan in the Morgan & Camp Elevators which are located at Ivesdale, Ill., has been purchased by Dr. C. J. Pinkham, of Crown Point, Ind.

An Illinois charter was issued to the Farmers Co-operative Grain Company of Heyworth, Ill., which was organized last April. The grain concern will conduct a business handling grain, seeds, farm products, coal, lime, fertilizers, farm imple-

ments, etc., and is capitalized with stock of \$30,000. Ebon C. Jones, James Wynn, P. N. Jones, E. I. Gardner and Frank Ryburn are interested.

The charter of the East Lincoln Farmers Grain Company of Lincoln, Ill., has been amended increasing the capital stock of the corporation from \$10,000 to \$20,000.

A new office has been built to the elevator which F. C. Martens purchased from the Hasenwinkle Grain Company, located at Hendrix Station (Bloomington p.o.), Ill.

The Roanoke Farmers Association has purchased the Roanoke, Ill., elevator of D. Greuter. The Farmers Association contemplates the erection of a new elevator.

The elevator of the Hill Grain Company at McLean, Ill., has been taken over by the Farmers' Co-operative Grain Company. The plant has a capacity of 70,000 bushels.

Incorporation papers have been filed at Assumption, Ill., by H. H. Tripp, L. A. Tripp and E. J. Tripp as the Dunkel Grain Company. The capital stock of the concern is \$15,000.

An Illinois charter was granted the A. C. Kaiser Company which will buy and sell grain, feed, and conduct a warehouse. The corporation is capitalized with stock amounting to \$28,000.

J. S. Davis, F. M. Kirkland, Harry W. Renfrow and Chas. E. Clarkson are the incorporators of the A. B. W. Community Elevator Company which was recently organized at Atwater, Ill. Its capital stock is \$25,000.

The Metcalf Farmers Elevator Company of Metcalf, Ill., is building a new elevator and installing the latest machinery including a Randolph Grain Drier, operated by direct heat, which they expect to have in operation in the near future.

Extensive improvements are being made to the plant of the Fairland Grain & Lumber Company at Fairland, Ill., of which C. A. Rice is manager. A new office is being fitted, new scales are being installed and other improvements made to the handling machinery.

Interest in the Singleton & Merritt grain business conducted at East Lynn, Ill., has been purchased by H. E. Morgan. Mr. Morgan was formerly manager of the Farmers Grain Company at Buckley, Ill., where he is now succeeded by Geo. Madden of Thawville, Ill.

The sacking facilities of the Samuel Hastings Company at Cairo, Ill., are being improved considerably by the installation of two new sacking machines in a shed built especially for that purpose. This gives the company four automatic sacking machines with daily capacity of over 5,000 sacks.

The charter of the Farmers Grain Company of Stonington, Ill., was recently amended in three points. The name of the concern was changed to that of the Farmers Grain Company of Stonington and Blue Mound; the capital stock of the corporation was increased from \$14,000 to \$70,000 and the number of directors was increased.

The grain elevator at Hartsburg, Ill., was sold by A. E. Rodenbeck to George and Rudolph Coorts. They took possession of the property at once. Mr. Rodenbeck had been operating the plant for a number of years and because of oncoming old age and inability to remain in active business was obliged to dispose of the business.

OHIO AND MICHIGAN

Ellsworth Huffman has sold his elevator at Roxabell, Ohio, to James Devine.

A grain elevator is being built at Smithville, Ohio, for Geo. Carter of Oregon.

Douglas & Tracht have been succeeded by the Shelby Equity Company at Shelby, Ohio.

S. H. Cissna & Son's plant at Washington Court House, Ohio, has been taken over by Cissna & Co.

France & Avia are succeeded in the grain business at North Hampton, Ohio, by J. H. France & Co.

The Hub Grain Company of Sandusky, Ohio, has changed its name to that of the Hub Elevator Company.

Dilger & Snyder have completed a 12,500-bushel elevator at West Rushville, Ohio, equipped with modern machinery.

Threlkeld & Blessing of Jeffersonville, Ohio, have put into operation in their plant a Randolph Grain Drier operated by steam.

The elevator of James L. Maloney at Waldron, Mich., has been sold by him to E. E. Kelley & Co., who own two elevators there now.

Capitalized with stock of \$20,000 the Sanford Elevator Company was incorporated at Sanford, Mich., to conduct a grain business.

The Kingston Milling Company of Kingston, Ohio, is now installing a Randolph Terminal Grain Drier, built by the O. W. Randolph Company of Toledo,

Ohio, which will be operated by exhaust steam and expects to have it in operation before long.

The grain and feed business at Springfield, Ohio, is no longer conducted by L. H. Johnson. He is using the building for storage.

The new marine leg has been completed to the Union Depot Elevator at Detroit, Mich. This portion of the plant burned last December.

New machinery is to be installed in the plant of the Edmore Grain & Lumber Company at Edmore, Mich., together with several other changes.

A new marine leg is ready for operation at the plant of the Union Depot Elevator at Detroit, Mich. This leg replaces the one which burned last winter.

The capital stock of the Middlebranch Elevator & Supply Company operating at Middlebranch, Ohio, has been increased from \$5,000 to \$15,000.

Long & Hammon are no longer in the grain business at Standley Station (Florida p.o.), Ohio, but are succeeded in the business by L. F. Hammon.

An addition has been built to the Funk Equity Union Company's elevator at Funk, Ohio. The firm will handle ear corn. James Hudson is manager.

An oil engine of 35-horsepower has been installed in the elevator of the Glenkarn Grain Company of Glenkarn, Ohio. The plant has also been enlarged.

The elevator of J. W. Simmons at Pemberton, Ohio, has been equipped with electric motors and the plant will be operated by electricity in the future.

The elevator and mill of the Twining Elevator Company, situated at Omer, Mich., has been purchased by the East Michigan Farmers Elevator Company.

The Garrison Grain Company of Milton Center, Ohio, has put into operation their new Randolph Grain Drier and is now shipping its corn directly to the interior markets.

A grain drier and bin, increasing the storage capacity of the place to about 45,000 bushels, has been installed to the plant of the Ashville Grain Company of Ashville, Ohio.

James L. Maloney & Co.'s elevator and warehouse at Waldron, Mich., has been purchased by E. E. Kelley & Co. The latter concern now operates two elevators at Waldron, Mich.

The Rural Grain Company of Weston, Ohio, has recently installed a Randolph Grain Drier of the double stand type and has made a number of other improvements in its elevator.

The Cockley Milling Company of Lexington, Ohio, will after the first of January, 1919, be conducted as the Lexington Elevator & Mill Company. The company will handle grain, seed and feed.

A cement block building, 20x26 feet, is being built at Carey, Ohio, for the Mt. Blanchard Farmers Elevator Company. The building will be used for an engine room and feed grinder will be installed.

The Piqua Malt Company of Piqua, Ohio, is now handling grain. A new dump scale and wagon dump has been installed. The plant is equipped with a kiln for drying corn either on ear or shelled.

The owners of the firm of Myers & Baughman of Columbus, Ohio, have taken into the company, Kirby Threlkeld of Jackson Center. Hereafter the company will operate as Myers, Baughman & Threlkeld.

The Liberty Center Grain & Stock Company of Liberty Center, Ohio, has begun operations with the new Randolph Grain Drier. It is a drier of the double stand type with the direct heating system.

Hamler Grain & Stock Company, of Hamler, Ohio, is succeeded by the Hamler Co-operative Elevator Company. The latter is capitalized with stock of \$40,000. Paul Peterson is president and H. H. Myers, treasurer.

The Isbell Bean Company is the owner of the elevator at Owosso, Mich., which was formerly owned by Fred Welch. It took possession on December 2. J. C. Sly of Rose City will be manager of the business.

A concrete elevator of 24,000 bushels' capacity has been installed at South Solon, Ohio, for the South Solon Co-operative Grain & Livestock Company. Up-to-date machinery has been installed. H. C. Whitaker is manager.

The interest of O. V. Riley in the Boyer-Riley Grain & Hay Company's elevator at Bloomington (r. f. d. Sabina), Ohio, has been purchased by E. W. Boyer. He will conduct the business on the same basis as in the past.

The firm of Ratchford & Smith was formed to operate at Otway, Ohio. The company will occupy the old Pieper Flour Mill and operate the Farmers Exchange in connection with their grain business. A. Ratchford, of Rarden, and A. F. Smith, of Otway, are interested in the company.

K. P. Kimball and J. E. Martindale are the principal incorporators of a firm which was recently organized at Bay City, Mich., under the name of the Kimball Martindale Company, to operate a line

of elevators tributary to the city in which it has its headquarters. The company is capitalized at \$100,000. The company has leased the M. C. freight house for the present and will handle grain and beans.

The Carr Street Grain Elevator at Cincinnati, Ohio, has been purchased by the Brouse-Skidmore Grain Company. The plant was formerly operated by Chas. F. Droste. The new owners will remodel

the plant and equip it with machinery for drying and handling grains.

The Wilgus & Shaffer Grain Company of Conover, Ohio, is building a 35,000-bushel elevator at that point. The machinery equipment will include a 25-horsepower Type "Y" Fairbanks Morse Engine, a Richardson Self Compensating Scale and a 1,800-bushel Ellis Drier and Western and International Cleaners.

OBITUARY

APPLEGATE.—The death of A. M. Applegate was recently announced. Mr. Applegate was engaged in the grain business at Pearl, Ill., and was a prominent member of the Illinois Grain Dealers Association. Pneumonia caused his death.

AYERS.—Following an attack of influenza which was followed by complications, Tilden T. Ayers passed away at his home in Orangeburg, S. C. Mr. Ayers was a member of the grain, seed firm of Ayers & Williams which was one of the first companies to build a roller flour mill in that vicinity. His widow and 11-year-old son survive him.

BARLOW.—Following an illness of pneumonia, Cornelis M. Barlow passed away at his home in Kokomo, Ind., on November 29. Mr. Barlow was a prominent grain dealer and had been engaged in Kokomo in that line for 27 years. He was born in Sharpesville, Ind., in 1860. His widow and two children survive him.

BARNES.—Corp. Geo. H. Barnes was killed in action in France. Previous to his enlistment he was with the Ross Seed Company of Louisville, Ky.

BARTLETT.—Heart trouble caused the sudden death of William H. Bartlett, at his home in Vermejo Park, N. Mex., on December 9. Mr. Bartlett was senior member of the widely known Chicago grain commission firm, Bartlett Frazier Company. He retired from active business life in 1910 and lived at his palatial residence on the New Mexico ranch. Further details are to be found elsewhere in this issue.

BLACK.—Following a number of operations, Davidson W. Black succumbed at Rochester, Minn., recently. Mr. Black was president of the Black's Elevator, Ltd., of Fort William, Ont. He was one of the oldest grain merchants at the Canadian Head of the Lakes and was on the council of the Fort William and Port Arthur Grain Exchange.

BOOKER.—Yelverton Booker, secretary and chief grain inspector of the Richmond (Va.) Grain Exchange died from injuries received when he fell down the elevator shaft in a Richmond office building. He was 63 years.

BURKE.—Andrew H. Burke, of North Dakota, formerly governor of that state, died at Roswell, N. M., where he was commissioner of the United States land office. Mr. Burke was at one time a grain broker in the city of Duluth, Minn.

CLAYBROOK.—On November 12, Richard A. Claybrook, at the age of 51 years, died at his Plainfield, N. J., home. Mr. Claybrook was a former president of the New York Produce Exchange but resigned last June because of ill health. He was Eastern agent for the Eagle Roller Mill Company of New Ulm, Minn., and the Century Milling Company of Minneapolis. He was born in Virginia. After the outbreak of war with Germany and after Herbert Hoover was given charge of the distribution of food in this country, Mr. Claybrook was appointed by him to attend to the disposal of cargoes of grain taken from neutral ships. Mr. Claybrook became a member of the Board of Managers of the New York Produce Exchange in 1914 and vice-president in 1915 and 1916, and president in 1917, being re-elected to that office in 1918.

DANIEL.—Influenza caused the death of W. L. Daniel, proprietor of the Pulaski County Grain Company of Somerset, Ky., aged 37 years.

DARBY.—Benj. Darby died not long ago at the age of 89 years at his home in New York City. Mr. Darby was an old time flour man and was well known in the New York Produce Exchange. He retired a number of years ago.

DONNELLY.—W. D. Donnelly, of Stoughton, Sask., was a victim of a fatal accident recently. While on his way to the elevator he was caught between two railway cars and killed.

ELSEA.—H. E. Elsea, an old time feed and coal dealer, died at Wichita, Kan., recently.

ERNSHAW.—R. J. Ernschaw died after a short illness at Washington, D. C. Mr. Ernschaw was a well-known flour and feed man of the District of Columbia.

FRAZIER.—Verne R. Frazier, son of R. A. Frazier, prominent grain dealer of Nevada, Iowa, died recently of Spanish influenza. He was associated with his father in the grain business at Palmer, Iowa.

GAME.—Influenza caused decease of Geo. Game, manager of the Farmers Elevator Company at Jamestown, N. D. He was senior member of George Game & Son.

GREENHUT.—Capt. Jos. B. Greenhut died on November 17 at New York City. Mr. Greenhut was, in 1887, president of the Peoria Board of Trade, which organization he joined in 1880. Mr. Greenhut was born in Hungary but came to this country when a young boy.

GUTTORMSON.—Pneumonia caused the decease of John Guttormson, for several years traveling representative of the Monarch Elevator Company, on November 15 at his home in Devils Lake, N. D.

HANSON.—Following an attack of pneumonia, Helmer Hanson died at his home in Hixton, Wis., on November 22. Mr. Hanson was manager of the Farmers Elevator. He was 30 years old at the time of his death.

JOHNSON.—Frank Johnson, manager of the Woodworth Elevator Company, Tolley, N. D., died recently.

JOHANTGEN.—Pneumonia caused the death of H. W. Johantgen, manager of the Lindsborg Mill & Elevator Company of Lindsborg, Kan.

KEITH.—On November 20, James Keith, a leading grain merchant of Lindsay, Ont., died at his home there.

KELLER.—At the age of 55 years, G. W. Keller of St. Paul, Minn., died at his home there. He was formerly chief clerk in the grain weighing department at St. Paul.

KIRBY.—James M. Kirby died at Genoa, Ill., recently. He was one of the younger members of the Chicago Board of Trade.

LASIER.—The death of David S. Lasier was announced recently. Mr. Lasier was well-known in Chicago, Ill., grain circles and had been a member of the Board of Trade there for a great many years. Formerly he was a grain elevator operator but of late years had been a receiver of cash grains in Chicago where he had been a junior member of the late firm, Crighton & Lasier. His widow, two sons and two daughters are left.

LENT.—Pneumonia caused the death of Col. A. N. Lent, at the age of 78 years, at his home in Superior, Wis. He was for some years secretary of the Superior Board of Trade.

MCCARTHY.—On November 6, following an attack of influenza, Roy W. McCarthy, a former member of the Minneapolis Chamber of Commerce, died at that city. His wife died the following day. Mr. McCarthy returned just recently to Minneapolis after several years' residence in Seattle. His father, James H. McCarthy, is president of the McCarthy Bros. Company, grain dealers.

MEAD.—Chas. S. Mead, a grain and feed man, died at his home in Moravia, N. Y., on November 11, from apoplexy. Mr. Mead was well known among hay men throughout the entire country. He was an active member of the New York State and the National Hay Associations, having been a member of the latter organization for 17 years.

MONNIER.—Influenza caused the death of Frank E. Monnier, of Chas. H. Monnier & Son, grain and mill feed shippers of Oriskany, N. Y. Mr. Monnier was 30 years old and for 10 years represented the firm throughout the Mohawk Valley and northern New York.

POWELL.—Stomach trouble necessitating an operation caused the death of Robert H. Powell, a member of the Baltimore Chamber of Commerce and chairman of the Board of Directors of the Terminal Warehouse Company of Baltimore operating the Pennsylvania Railway hay sheds at Baltimore, Md., on November 18.

TRUDEAU.—Pneumonia caused the decease of William E. Trudeau at the age of 27 years. Mr.

Trudeau was for a number of years with the C. P. Dodd Hay & Grain Company, Louisville, Ky., of which his father, William W. Trudeau, Sr., is manager.

SMITH.—Geo. Smith was caught in the belting of the elevator of the Canada Elevator Company at Baldur, Man., and almost instantly killed. His widow and one small child survive him.

STEVENSON.—Following an attack of influenza, F. C. Stevenson, one of the managers of the United Grain Growers, Ltd., of Winnipeg, Ont., died on November 15.

SWEARINGEN.—Tuberculosis caused the death of J. W. Swearingen, connected with the Harrison,

Ward Grain Company of Heyworth, Ill., on November 16. He was 39 years old at the time of his decease.

WARNER.—Heart disease caused the death of Luther C. Warner at his home in Sunderland, Mass. Mr. Warner was a grain and coal dealer. He was 61 years old at the time of his decease.

WINEGARD.—Following a fall from a ladder, W. W. Winegard died at Green Bay, Wis., recently. Mr. Winegard had for years been agent for the Cargill Elevator Company at De Pere, Wis., and was later associated with E. W. Persons in a general grain and merchandise business in the same city.

and outlet chambers and forming grain receiving chambers.

Grain door retainer.—Richard Webb Burnett, Chicago, Ill. Filed February 10, 1916. No. 1,283,067.

Method of and apparatus for the grading or sizing of materials of all kinds.—Clarence Q. Payne, New York, N. Y. Filed December 6, 1916. Renewed November 3, 1917. No. 1,283,284.

Automatic weighing apparatus.—Asa Wright, Ponca City, Okla. Filed October 29, 1917. No. 1,283,012.

THE grain, hardware and feed business of H. E. Meeker at Danbury, Conn., is being enlarged and numerous improvements are being made at the establishment to facilitate the handling of grain, etc.

A CARLOAD of oats shipped from Chicago to Jackman, Maine, is said to have been found to contain sharp tin points, which if taken by the cattle while eating the oats would have proved fatal to them. The Eastern Grain Company of Bangor, Maine, is the complainant. The Federal officials are investigating the complaint.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading terminal markets in the United States for the month of November, 1918:

BALTIMORE—Reported by Jas. B. Hessong, secretary the Chamber of Commerce:

	Receipts	Shipments
	1918	1917
Wheat, bus...	1,267,545	2,234,709
Corn, bus....	242,907	220,078
Oats, bus....	507,968	1,751,819
Barley, bus...	68,509	5,951
Rye, bus....	681,730	889,981
Hay, tons....	5,702	6,617
Flour, bbls...	394,882	316,370

BUFFALO—Reported by the Chamber of Commerce:

	Receipts	Shipments
	1918	1917
Wheat, bus...	20,681,137	...
Corn, bus....	130,000	...
Oats, bus....	5,022,537	...
Barley, bus...	907,500	...
Rye, bus....	2,912,000	...
Timothy seed, lbs.	671,128	...
Flour, bbls...	847,346	...

CHICAGO—Reported by John R. Mauff, secretary the Board of Trade:

	Receipts	Shipments
	1918	1917
Wheat, bus...	5,629,000	2,276,000
Corn, bus....	6,139,000	4,851,000
Oats, bus....	10,957,000	13,634,000
Barley, bus...	1,876,000	2,590,000
Rye, bus....	730,000	500,000
Timothy seed, lbs.	3,242,000	2,966,000
Clover seed, lbs.	1,337,000	1,149,000
Other Grass Seed, lbs.	2,623,000	4,227,000
Flax seed, bus.	66,000	259,000
Broom Corn, lbs.	2,814,000	3,080,000
Hay, tons...	24,711	36,883
Flour, bbls...	616,000	862,000

CINCINNATI—Reported by D. J. Schuh, executive secretary the Cincinnati Grain & Hay Exchange:

	Receipts	Shipments
	1918	1917
Wheat, bus...	135,450	726,003
Corn, bus....	211,200	393,904
Oats, bus....	432,000	515,005
Ear Corn, cars	14	...
Rye, bus....	52,800	72,765
Timothy seed, lbs.	...	2,139
Clover Seed, lbs.	...	1,028
Other Grass Seeds, lbs.	...	18,725
Barley, bus...	...	207,762
Broom Corn, lbs.	...	351,577
Hay, tons....	855	129,821
Feed (all kinds) cars	67	...

* Cars. † Tons.

CLEVELAND—Reported by F. H. Baer, traffic commissioner, the Chamber of Commerce:

	Receipts	Shipments
	1918	1917
Wheat, bus...	108,579	1,160,507
Lake	446,000	102,000
Corn, bus....	126,948	2,024,345
Oats, bus....	392,837	3,182,835
Barley, bus...	2,104	...
Rye, bus....	32,645	5,024
Hay, tons....	6,264	2,457,209
Flour, bbls...	80,115	86,856

DETROIT—Reported by M. S. Donovan, secretary the Board of Trade:

	Receipts	Shipments
	1918	1917
Wheat, bus...	301,000	250,000
Corn, bus....	198,000	82,000
Oats, bus....	102,500	290,000
Barley, bus...	1,000	...
Rye, bus....	105,000	59,000

DULUTH—Reported by Chas. F. MacDonald, secretary the Board of Trade:

	Receipts	Shipments
	1918	1917
Wheat, bus...	15,598,768	4,489,973
Corn, bus....	5,930	...
Oats, bus....	560,551	108,556
Barley, bus...	1,999,313	261,014
Rye, bus....	3,374,681	727,061
Flax Seed, bus.	1,385,479	838,407
Flour, bbls.	...	...
Receipts ..	1,105,800	818,950
Production.	125,350	161,030

FIRES—CASUALTIES

Montreal, Que.—J. C. Bisailier, a grain and hay merchant, suffered recently from a small loss by fire.

Bennett, Iowa.—An overheated engine caused a fire to break out in the plant of the Duvall Grain Company.

Verdigr, Neb.—Fire damaged the Walrath & Sherwood Elevator together with 3,700 bushels oats and some wheat.

Alexandria, S. D.—Damages amounting to \$15,000 were done to the feed and flour stock of the Van Derheiden Bros. here.

Quitman, Ga.—Fire damaged the grain elevator here together with its contents. The flames started in a near-by dwelling.

Salina, Kan.—Fire caused damages of \$5,000 to the Elevator "B" of the Western Star Mill. Very little wheat was damaged.

Mallory, S. C.—Fire damaged the two seedhouses, the ginhouse, cotton shed, machinery, etc., in the property of W. W. Parham.

San Bernardino, Cal.—Fire destroyed the feed establishment conducted here by C. A. Poole. The loss to the owner amounted to \$20,000.

Abbey, Sask.—Fire destroyed on November 15 the Alberta Pacific Elevator Company's elevator here together with 20,000 bushels wheat.

Clarion, Iowa.—An overheated pulley set fire to the corn crib and granary of Peter Degan in this town, destroying 4,000 bushels corn and 4,000 bushels oats.

Leonard, N. D.—Fire damaged the Great Western Elevator together with several thousand bushels wheat and other grain. The origin of the devastating fire is not known.

Valley, Neb.—Fire on November 12 damaged the plant of the Valley Elevator Company. About 3,000 bushels oats and 1,500 bushels corn were damaged. Loss amounted to \$8,000.

Los Angeles, Cal.—The warehouse conducted here by the Giambastiani Fuel & Feed Company was destroyed by fire of unknown origin with losses which amounted to \$82,000.

Whitewood, Sask.—Fire consumed the elevator plant of the Dominion Elevator Company. The plant contained 12,000 bushels wheat and 3,000 bushels oats at the time of the fire.

Steward, Ill.—The office building of the Farmers' Elevator Company was damaged seriously by fire which was caused when the manager of the plant, Geo. Kiser, mistook a can of gasoline for kerosene,

and used the former in building a fire. Mr. Kiser was seriously burned and is in a local hospital.

Worden, Mont.—The elevator settled considerably recently and for a time threatened to collapse. It was loaded to capacity with 35,000 bushels grain. Several carloads were removed from the plant.

Los Angeles, Cal.—Fire damaged Warehouse No. 3 of the Farmers' Grain & Milling Company together with beans, hay, grain, seed and feed valued at \$20,000. The fire was of mysterious origin.

Perry, Iowa.—During the early part of November fire broke out in the elevator of Clark Brown of Des Moines, damaging it to the extent of \$18,000. The plant was operated under the management of J. S. Brown.

Green Valley, Ill.—Fire on November 25 destroyed the Smith-Hippen Grain Elevator. The plant at the time contained several thousand bushels of oats and some wheat. The loss runs into several thousand dollars.

Waxahachie, Texas.—A flood caused serious damages to the city of Waxahachie amounting to \$150,000. The large warehouse of D. H. Thompson was carried away by the high waters and its contents of hay were lost. The loss to Mr. Thompson was \$15,000.

Lisle, Ont.—The granary of Hisey & Co., of Toronto, managed by Wm. Mills, collapsed when the posts under the sills gave way with the weight of grain and the building settled toward the Grand Trunk tracks which had to be moved outward, so that cars could be placed for the removal of the grain. The building was repaired at once.

Kansas City, Mo.—The grain elevator of the Atlas Cereal Company was burned recently with a loss of \$30,000; of the loss \$10,000 was on the building, remainder on grain stored in the structure. The blaze originated in a "hot box" in the machinery. The main factory of the plant and a new 10-story elevator were not touched by the blaze.

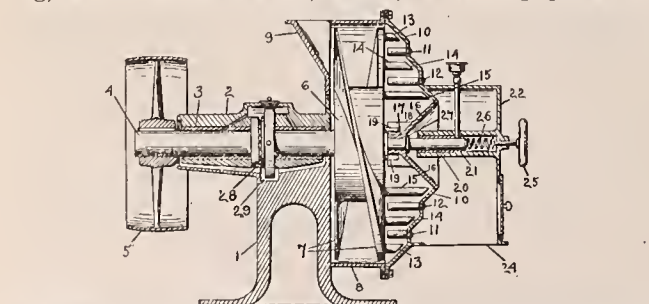
Toledo, Ohio.—Fire which started on November 26 at 8:15 in the morning destroyed completely the hay recompressing plant operated here by the Raymond P. Lipe Company. The loss on building was \$40,000 and that on the machinery, including three recompressing machines, \$36,000. About 2,000 tons hay were consumed. The hay was in the process of recompressing for the Government and was destined for overseas shipment. The building and machinery was well covered by insurance, although the hay itself was a total loss. The plant will be ready for operation by the beginning of the new year.

GRAIN TRADE PATENTS

Bearing Date of October 22, 1918

Mill.—Allen C. Brantingham, Toledo, Ohio, assignor to Nordyke & Marmon Company, Indianapolis, Ind., a corporation of Indiana. Filed October 23, 1916. No. 1,282,181. See cut.

Claim: A scroll disintegrator embodying a housing, scroll means therein, axially extending project-



ing means carried by the scroll means, and opposing projecting means carried by the housing, said pro-

jecting means being in series of different lengths.

Bearing Date of October 29, 1918

Grain drier.—William J. Sedelbauer, Toledo, Ohio. Filed May 15, 1918. No. 1,282,960. See cut.

Claim: In a grain treating means, a plurality of edge fitting members forming a unit, a plurality of



units forming air inlet and air outlet chambers, a plurality of columns connecting with the air inlet

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1918	1917	1918	1917
Wheat, bus...	264,000	247,500	56,000
Corn, bus....	1,276,000	1,237,500	640,000
Oats, bus....	1,476,000	1,387,000	430,000
Rye, bus....	144,000	45,000	70,000
Hay, cars....	128	175	47,500

KANSAS CITY—Reported by E. D. Bigelow, secretary the Board of Trade:

Receipts		Shipments	
1918	1917	1918	1917
Wheat, bus...	2,492,100	3,360,150	1,864,350
Corn, bus....	875,000	1,597,500	734,250
Oats, bus....	751,400	1,948,200	729,000
Barley, bus...	321,000	127,500	98,800
Rye, bus....	33,100	55,000	20,900
Hay, tons....	36,408	42,036	13,332
Flour, bbls...	39,650	50,375	195,650

MINNEAPOLIS—Reported by the Chamber of Commerce:

Receipts		Shipments	
1918	1917	1918	1917
Wheat, bus...	9,420,180	12,376,920	2,364,510
Corn, bus....	325,460	472,340	314,600
Oats, bus....	3,590,970	4,306,860	4,623,770
Barley, bus...	3,386,310	3,141,030	2,263,930
Rye, bus....	1,300,510	1,508,030	424,170
Flax Seed, bus	857,220	1,112,240	272,240
Millstuffs, tons	12,920	9,519	51,738
Hay, tons....	1,573	4,439	201
Flour, bbls...	105,882	83,577	2,107,513

NEW YORK CITY—Reported by H. Heinzer, statistician the Produce Exchange:

Receipts		Shipments	
1918	1917	1918	1917
Wheat, bus...	5,056,800	3,480,474	220,909
Corn, bus....	333,200	220,909	2,214,484
Oats, bus....	2,238,000	2,214,484	204,531
Barley, bus...	103,625	173,404	1,069
Rye, bus....	412,500	1,492	25,600
Timothy Seed, bags	.....	.....	22,999
Clover Seed, bags	978	1,492	615,524
Flax Seed, bus.	25,600	.....	.....
Hay, bales...	22,999	.....	.....
Flour, bbls...	615,524	334,663	.....

OMAHA—Reported by F. P. Manchester, secretary the Grain Exchange:

Receipts		Shipments	
1918	1917	1918	1917
Wheat, bus...	999,600	1,868,400	1,130,400
Corn, bus....	1,096,200	903,000	1,092,000
Oats, bus....	2,048,000	2,864,000	1,880,000
Barley, bus...	262,600	253,800	336,000
Rye, bus....	161,700	205,700	88,000

PEORIA—Reported by John R. Lofgren, secretary the Board of Trade:

Receipts		Shipments	
1918	1917	1918	1917
Wheat, bus...	92,400	397,200	86,600
Corn, bus....	2,981,950	1,796,250	1,597,050
Oats, bus....	820,350	1,458,300	752,900
Barley, bus...	60,200	398,400	16,200
Rye, bus....	48,000	23,200	28,700
Hay, tons....	2,190	3,540	620
Mill Feed, tons	6,180	7,940	13,373
Seeds, lbs....	60,000	150,000	60,000
Broom Corn, lbs.	30,000	60,000	15,000
Flour, bbls...	290,800	138,100	300,200

PHILADELPHIA—Reported by Samuel S. Daniels, statistician the Commercial Exchange:

Receipts		Shipments	
1918	1917	1918	1917
Wheat, bus...	1,902,575	3,162,455	2,367,093
Corn, bus....	53,707	94,335	823
Oats, bus....	921,975	1,690,693	475,707
Barley, bus...	3,750	4,492	.....
Rye, bus....	226,516	154,379	46,899
Flour, bbls...	171,646	183,019	103,070

ST. LOUIS—Reported by Eugene Smith, secretary the Merchants' Exchange:

Receipts		Shipments	
1918	1917	1918	1917
Wheat, bus...	1,968,893	2,090,701	1,266,600
Corn, bus....	1,957,331	2,203,975	1,022,330
Oats, bus....	2,282,060	2,642,250	1,658,710
Barley, bus...	123,200	289,910	17,070
Rye, bus....	14,584	34,290	1,600
Hay, tons	12,666	28,550	.....
Local Through	2,801	4,943	11,630
Flour, bbls...	221,680	375,575	225,030

SAN FRANCISCO—Reported by W. B. Downes, statistician of the Chamber of Commerce:

Receipts		Shipments	
1918	1917	1918	1917
Wheat, cts...	104,846	.....	.....
Corn, bus....	20,430	.....	.....
Oats, bus....	27,763	.....	.....
Barley, bus...	113,187	.....	.....
Rye, bus....	2,253	.....	.....
Hay, tons....	3,422	.....	.....
Flour, bbls...	91,290	.....	.....

TOLEDO—Reported by Archibald Gassaway, secretary the Produce Exchange:

Receipts		Shipments	
1918	1917	1918	1917
Wheat, bus...	623,552	1,058,000	4,270
Corn, bus....	102,500	60,000	31,300
Oats, bus....	836,350	332,000	541,695
Barley, bus...	10,200	3,000	17,700
Rye, bus....	64,400	19,200	9,340
Timothy Seed, bags	11,297	4,742	1,203
Clover seed, bags	6,476	4,013	2,968
Alsike Seed, bags	1,641	1,069	664

THE grain and hay business of L. B. Fay at Athol, Mass., has been purchased by Potter & Co. Mr. Fay will retire. He has been in business for 45 years.

NOTICE has been issued that the outstanding permits for shipments of grain to Minneapolis have been cancelled. Shipments are being made now on the basis of blanket permits issued to the railroads. Distribution of cars to shippers is to be made where cars are available and each road is assigned a certain proportion of the total number of cars moving under blanket permits.

HAY, STRAW AND FEED

A feed and flour store has been opened at Wagoner, Okla., by Martin & Sons.

Jos. Rice disposed of his feed store at Clay Center, Neb., to Frank Larkins.

A feed business has been opened at Medford, Okla., by Ed. Jenkins.

A feed and flour store is being put in at Bigfork, Minn., to be conducted by C. S. Holycross.

Pierce & Gregg are succeeded in the feed and flour business at Phoenix, N. Y., by Pierce & Davies.

The feed and flour business of the late M. Kilmartin at Canute, Okla., has been purchased by C. E. Harris.

A building at Batavia, N. Y., has been leased by Hart Edgerton in which he will conduct a feed and flour store.

Chas. Woodhall of Janesville, Minn., has purchased from F. M. Riskey the feed business and mill there.

The Wash-Co Alfalfa Milling Company has moved its offices recently from Omaha, Neb., to Fort Calhoun, Neb.

E. C. Meador's feed establishment, located at McKinney, Texas, has been purchased by Geo. Rains and W. B. Kindel.

The feed business at Grand Rapids, Mich., formerly conducted by L. B. Pearson has been purchased by M. M. Frank.

The feed business and mill of J. T. Holt at Mound City, Kan., has been purchased and is being operated by Neel & Dickinson.

The feed, flour and coal business of the El Reno Mill & Elevator Company at Cashion, Okla., has been taken over by the Plum Stadler Grain Company.

The J. H. Strait Milling Company, who conducts a feed business at Canisteo, N. Y., has purchased a site of land upon which to build a shipping station.

The feed and flour store at Batavia, N. Y., formerly conducted by Daniel Wilkinson has been discontinued by him. He will devote his entire time to other work.

The Osborne Garage Building, located at Murrayville, Ill., has been purchased by the Murrayville Farmers Elevator Company. The building will be utilized as a feed and flour warehouse.

Stahl & Blough are no longer in the feed and flour business at Hollsopple, Pa., but have dissolved the partnership. Mr. Blough will continue operating the business under his own name.

The license of I. S. Joseph of Minneapolis, Minn., a feed jobber, was revoked by the Food Administration for the duration of one week because he sold a car of barley feed at excessive profits.

Business operations were started recently at Centralia, Wash., for the Grange Warehouse Company. The company consists of men from Lewis County. The firm will handle grain, feed and hay for the benefit of the members exclusively.

J. J. Cates has sold his interest in the Sanford Flour & Feed Company at Sanford, Fla., to his wife. Hereafter the business will be operated as Mrs. G. C. Cates. He has purchased the business of the F. F. Dutton Feed & Crate Company and will handle all kinds of farmers' supplies.

A wholesale feed and flour business will be conducted at Tulsa, Okla., for August A. Fite & Co., which was recently organized. August A. Fite has for 10 years in the past engaged in the brokerage business at Rome, Ga., which business will now be under the control of G. H. McRae and operated as A. A. Fite & Co.

The Pollock Grain Company of Lima, Ohio, writes us as follows: We are just beginning to market the best crop of ear corn, quality considered, that we have handled for the past four years. Husking is about completed. Ninety per cent of the corn is in the farmers' cribs. The yield is not quite up to expectations, averaging about 75 per cent of a crop, but of good quality. It is a 100 per cent crop of excellent quality. Hay 90 per cent crop, good quality. Winter wheat and rye never looked better and is in excellent condition for the winter. The pasture is 125 per cent, stock running out. We need some good, cold winter weather to stimulate the feeding of the large supply of clover, and heavy mixed hay. We look for hay prices to advance very shortly. Farmers are not inclined to sell on the recent break. Pork and beef products are 110 per cent.

Two hay compressing plants were in full operation for the Forage Branch of the Quartermaster Corps during the week of November 18. The compressing plants of J. B. Stevens & Co., and William Pratt Manufacturing Company have been put into operation. Capt. R. P. Atwood who had been in the office of the Chief of the Forage Branch at Chicago was transferred to Newport News, Va. Capt. C. W. Spofford, formerly stationed at Tiffin, Ohio, was transferred to the office at Chicago. Capt. Ted Young was transferred to the re-compressing plant at Tiffin. Harry Channing Moore was commissioned as lieutenant of the Quartermaster Corps, and was ordered to temporary duty with the Forage Branch at Chicago.

NEW YORK'S NEW FEEDINGSTUFFS ACT

The rules and regulations relative to the handling and sale of feed and feedingstuffs which were adopted by the New York State Food Commission in August, created nation-wide attention and stirred up a vigorous opposition throughout the country. Senator Gore had these regulations in substance added to the Agricultural Appropriation Bill in the form of an amendment, and the bill passed the Senate. This attracted the attention of the manufacturers of feed and feedingstuffs in the different states in the Union to the rules and regulations and they wired President Mitchell of the State Food Commission, asking for a hearing. The first hearing was held in Syracuse in September and strong opposition was made to the rules on the part of the representatives of the manufacturers of feeds, especially from other states. The last and final hearing was held in Syracuse on November 13 and much of the opposition, especially on the part of the manufacturers in New York State was withdrawn.

At the last meeting of the State Food Commission the rules and regulations, with some amendments, were re-adopted by a unanimous vote of the Commission, President Mitchell, Commissioner Wieting and Commissioner Mann being present. The rules were also unanimously endorsed by the Farms and Markets Council.

Copies of the rules and regulations are now being mailed from the Albany office of the Secretary for official publication, and the rules will go into effect on January 15, 1919. These rules are designed to protect purchasers of feeds, dairymen and farmers generally from "unfair practices and unreasonable and excessive prices."

Under the proposed regulations no feeds or feedingstuffs can be sold in New York State which contain any one of a long list of material of low and inferior feeding value unless the package containing such feed is tagged or labeled so that both the name and amount of the inferior material used therein is stated in plain and readable type. If the feed falls below a certain standard of value (less than 9 per cent protein and more than 10 per cent of crude fibre) then the tag must be yellow in color, printed in red ink. This yellow tag is for the purpose of giving the purchaser special notice that the package contains inferior feeding material so that he can examine it and determine whether he wishes to purchase it or not at the price charged.

The list of materials, the use of which makes this labeling and tagging necessary is as follows:

Damaged feeding material, reduced in feeding value or rendered unwholesome; mill, elevator, boat or other sweepings or dust; buckwheat hulls; cottonseed hulls; peanut hulls; peanut shells; rice hulls; oat hulls; corn cobs, ground; cocoa shells; clipped oat by-product; ground or unground hulls, screenings, chaff, dust or other inferior cleanings derived from the preparation, cleaning or milling or any seed or grain when separated from the standard product; humus, peat, sphagnum moss, ivory nut turnings, ground corn stalks, flax plant by-product, sorghum pulp; ground or shredded straw, or hay (excepting alfalfa meal); sawdust, cellulose or dirt; coffee hulls or chaff.

The sale of inferior and adulterated feeds and feedingstuffs has been a long standing evil, but it has been greatly augmented as an evil during the war period, not only in this country but in England and other countries. It was this fact that attracted the attention of the State Food Commission and led to the investigation which resulted in the adoption of the rules and regulations designed to protect the purchaser and compel the manufacturers to let the purchaser know exactly what he is buying.

Statistics collected by the Food Commission show that this traffic in low value feeds in 1917-1918 amounted to many millions of dollars in New York.

HAY CONDITIONS IN ST. LOUIS

The Mullally Hay & Grain Company of St. Louis, Mo., in its letter of December 13, says: The movement of hay here is very free and our market kept well cleaned up right along, and is in good condition for fresh arrivals, and we advise prompt shipments as we think it would be well to take advantage of the prevailing prices. Clover hay is in liberal offerings and demand good, particularly so for the best grades. Prairie hay continues scarce with a good demand for the best grades of Kansas, fair demand for medium grades and northern prairie. Our market at present is bare of all grades of prairie and in good condition for fresh arrivals. Alfalfa hay is in light offerings and demand good for No. 1 and choice green. There is a fair demand for lower grades. There has been very little alfalfa coming in of late and everything offered is meeting ready sale at the prevailing prices. We look for receipts of hay to be fair in amount for the next few days owing to the very favorable weather we have had for some time past for moving hay from country points, though the rainy weather we are having now will, no doubt, stop the movement of hay from the country to a great extent.

"The receipts of hay have been running heavier for the last two or three days," say Toberman, Mackey & Co., of St. Louis, in letter of December 12, "with the market barley steady on the good No. 1 and light mixed, and possibly about \$1 per ton lower, with slow sales on the No. 2 and lower grades. The demand continues limited on the good hay and very light on the No. 2 and poorer grades. We are looking for a gradual decline in this market until the first, unless bad weather sets in and stops the movement to the market. We haven't sufficient demand here to take care of any heavy run of hay, and would advise that if convenient you hold your shipments until the first. The clover market is lower with a heavier run of clover than we have had for some time. The alfalfa market steady;



BAYONET PRACTICE WITH CORNSTALK DUMMIES

very little coming in. Prairie hay demand is limited for a few cars of high-grade stuff. All medium and lower grades dull and hard to place."

NEW YORK HAY MARKET IRREGULAR

C. K. TRAFTON

For a short time immediately subsequent to our last review the market for hay was decidedly sluggish and depressed. Temporarily the receipts were slightly larger than expected. Unfortunately, a large part of the hay received was of inferior or common quality, and almost all of it came by river or canal boats. Because of its general inferiority buyers were extremely indifferent, being unwilling to buy with any freedom even at material concessions on cost. Of course, the weaker undertone was not particularly surprising in view of the phenomenal developments, but more particularly, of course, the termination of the war. As was to have been expected, a great many dealers, and particularly buyers, felt certain that with the war over prices for all commodities would soon decline to a lower plane. It was the natural argument, inasmuch as the war was responsible for the extraordinarily high level of values on all sides, that the reverse was to be anticipated when the war stopped. Naturally, believers in lower prices believed that with the war ended the Government would cease buying with anything like their former freedom. As a matter of fact, it was claimed that some of the contracts made by the Government had been cancelled, and furthermore, it was averred that several contracts had been allowed to lapse when the contractor had been unable to fill them immediately in the time specified.

Suddenly there was a radical change in the temper of the market, weakness being followed by buoyancy. Offerings speedily became light and with domestic demand fair, and particularly for choice descriptions, all of the decline was recovered. This abrupt change was, of course, a source of surprise to many who were much bewildered. Inquiry among well-informed dealers showed that

the strength was caused partly by surprisingly small receipts. It turned out that the supply of freight cars was by no means adequate, it being almost impossible to obtain permits because as a rule cars were urgently needed to move wheat, flour, and other foodstuffs from the West to the Seaboard, both for domestic and foreign consumption. Moreover, members of the trade suddenly awakened to the fact that the ending of the war has disclosed that food requirements in Europe are a great deal larger than had been supposed previously. In other words, it is now realized that there are millions of people on the continent of Europe who are hungry or on the verge of starvation, and hence they will need large quantities of food from this country. Consequently it will probably be a long time before it will be possible to secure an adequate supply of cars for hay. Toward the end of the month the demand diminished and with slightly larger offerings a small recession ensued.

Straw has been decidedly dull during the month with prices somewhat lower. Offerings have been larger, and especially late in the month, while demand has fallen off, particularly on Government or export account.

HOW STRAW HELPED TO LICK BILL HOHENZOLLERN

BY FELIX J. KOCH

At Uncle Sam's big training camps straw filled dummies were found to be the very best sort of targets for bayonet practice. The dummies were little more than sacks filled with straw and suspended at the four corners by strong ropes, of suf-



A STRAW BAG MADE A GOOD TARGET

ficient "give" to rebound beneath blows. The ropes in their turn were attached to stout uprights, and no knight of old had more sport or practical drill withal, when at practice in the lists with his master-at-arms, than our young officers and soldiers at the simple, inexpensive forms.

In other cases, bundles of old cornstalks were used, which served admirably to represent the enemy to be laid prone by attack with the deadly bayonet. In the drills in which these varied devices were utilized, excitement as well as sport and pleasure would run high.

Alternately prone and suspended, the forms represented the enemy waiting attack. Come within proper range the attackers would walk almost to these "men," then suddenly would break into a run, make two or three jumps, and on the instant stick each of them with the bayonet. The form so stuck represented a foe in a trench, one who had dug himself in, or an attacker in the open.

While straw served many uses in making ready for war, none perhaps was of greater actual benefit in training our boys than those which are pictured here.

INCREASING HAY COMPRESSING EQUIPMENT

The Forage Branch of the Fuel and Forage Division of the Quartermaster Corps has arranged for additions to the hay compressing equipment of the country. Compressing plants already are in operation at Cincinnati, Sandusky, Toledo, and Tiffin in Ohio, Philadelphia in Pennsylvania, Bath in New York, and Montreal, Canada. Consideration is being given to the erection of a hay compressing plant at Syracuse, New York.

The business of the Forage Branch, of which George S. Bridge is chief, has increased to such an extent that its office space in the Lytton Building, Chicago, has been doubled. The Forage Branch now occupies the entire ninth floor of the Lytton Building.

IN THE COURTS

A voluntary petition of bankruptcy has been filed by D. C. P. Roy, a seed dealer of Lake Forest, Ill. His liabilities are: \$5,359.33; assets, \$2,755.61.

The Cooper Stable Company, Ltd., is defendant in suit brought by the Owen O'Brien Estate at Philadelphia, Pa., to recover \$1,868.88 alleged to be due for feed sold and delivered.

The H. E. Kinney Grain Company, of Indianapolis, Ind., has been given a verdict against the Will Moore Grain Company, in a suit tried before the Chariton County Court in Missouri. The suit was brought to recover overdrafts on ear corn shipments made in the spring of 1918 and the plaintiff was awarded on each of the five counts involved in the suit.

In a decision rendered by Judge E. R. Meek of the Federal Court at Fort Worth, Texas, on Novem-



STRAW-BAG DUMMIES AT A TRAINING CAMP

ber 26 the action of W. B. Paddock, referee in bankruptcy of the Walker Grain Company, Fort Worth, Texas, in appointing a receiver for the concern was affirmed. The petition for the appointment of a receiver was made several months ago by the creditors of the grain company.

The U. S. District Court under the jurisdiction of Judge Hollister has dismissed the indictments returned by the Grand Jury in April, 1917, against the Ferger Grain Company, including August Ferger, Thomas M. Dugan and Robt. H. Rasch, of Cincinnati, Ohio. The indictments charge the defendant with forging bills of lading in violation of the Pomerene Bills of Lading Act as well as conspiracy.

Suit has been filed in the Circuit Court at Milwaukee, Wis., against D. D. Weschler & Sons Grain Company and other concerns by the trustee of the estate of the late John L. Mitchell for \$25,000 damages. The sum is claimed to be due because of the pollution of a stream which flows through land, owned by the estate, by waste from the various plants, including fermented grain from the grain company's elevator.

The Bancroft Elevator Company of Bancroft, Mich., is defendant in suit filed against it by Albert Ohles to recover the amount of \$300 said to be due for a carload of beans delivered at the elevator in November, 1917, and accepted at that time and for which Mr. Ohles has never received payment. The elevator company states that it was its belief that the beans, which were wet at the time of delivery, were simply left at the elevator to dry out.

The Farmers Elevator Company and the Kuroki (N. D.) Elevator Company lost in the suit filed against them by Mrs. E. G. Auth to recover money, the value of wheat delivered to elevators on which payment was refused because the elevator owners had turned over the proceeds of the sale to a bank to satisfy a threshers' lien. The elevator operators were held liable for the amount because they were not able to prove that the threshers were entitled to the lien.

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We are the Largest Distributors

of ALFALFA in

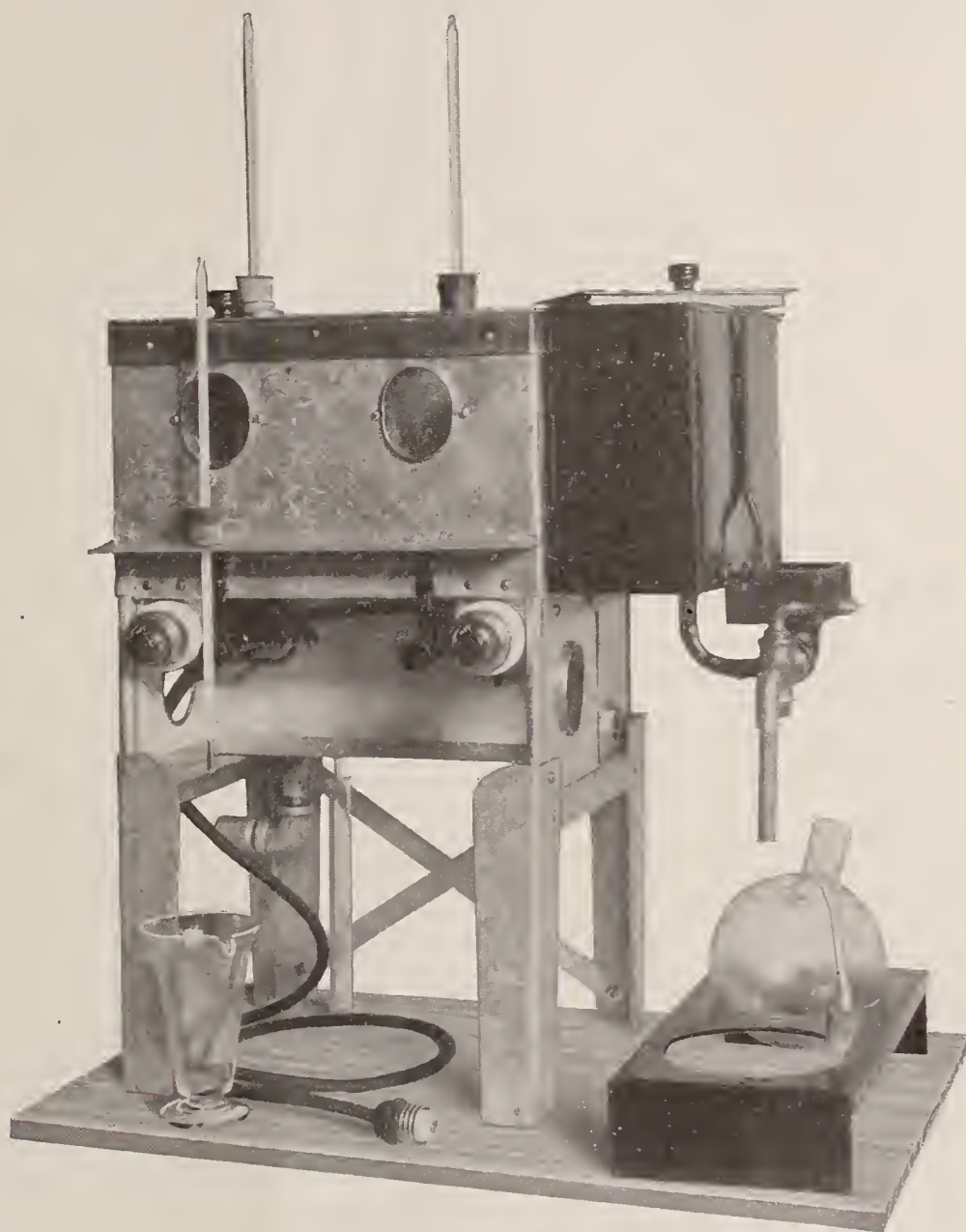
GREATER NEW YORK

Shippers who have Alfalfa Hay to dispose of, if they will communicate with us we will provide a satisfactory outlet.

ALFALFA

W. D. Power & Co., 12-15 N. Y. Hay Exchange
NEW YORK

The Official Brown-Duvel Moisture Tester



with glass flasks; or copper.

Strictly according to specifications of **Bulletin 72, Department of Agriculture**, and described in the official hand book of grain standards issued by the same department.

THIS TESTER IS ELECTRIC

and will supersede gas and alcohol, because of its convenience and freedom from fire hazard.

Can be used with lighting or power current—and the heaters are easily changed from one voltage to the other.

The heating coils are simple and durable and can be renewed at slight expense, in a few minutes time, without sending to the shop, as easily as a fuse plug in your lighting system.

The heat is regulated quicker and better than with a lamp—by the simple turning of a thumb-nut.

The price is lower than for any other tester. Send in your present testers and have them changed over, you will save time and expense, to say nothing of the convenience you will gain.

Made in four sizes, complete, with self-measuring oil tank and strainer, one gallon of testing oil and all accessories. Scales not included. Prices f. o. b. Chicago.

1 Burner.....	\$25.00
2 Burner.....	40.00
4 Burner.....	65.00
6 Burner.....	90.00

A liberal discount is allowed for quantity orders.

We carry a full line of tester accessories, at lowest possible prices.

We have not discontinued our **Improved Tester**, with copper flasks, for gas, gasoline, alcohol or electricity, and still carry an ample stock of these on hand, discontinuing, however, an extra charge for electric heaters for them.

HESS WARMING AND VENTILATING CO., 1210 Tacoma Building, CHICAGO

HESS DRIERS

for all kinds of grain or seed. More are in use than of all other makes of driers combined.

There's a reason—a GOOD ONE.

FIELD SEEDS

CHANGE IN DATE OF SEED SURVEY

The Bureau of Markets in the month of June of the present year announced that national surveys of vegetable and field seeds would be made semi-annually, and announced the tentative dates as February and July 1, the former when seed stocks are highest and the latter when the stocks are lowest. The Bureau upon further consideration has seen fit to change the date of the mid-winter survey from February 1 to January 1. This will give the seedsmen the data a month earlier.

NEW SEED TRADEMARKS

During the month of October the following new seed trademarks were published in the *Official Gazette* of the U. S. Patent Office: Field, grass,



Ser. No. 109,245



Ser. No. 106,094.

flower and vegetable seeds. The Nebraska Seed Company, Omaha, Neb. Filed February 27, 1918. Serial No. 109,245. See cut. "J. M. C." seed. The J. Chas. McCullough Seed Company, Cincinnati, Ohio. Filed September 6, 1917. Serial No. 106,094. See cut.

FIELD SEEDS MUST BE CLEAN

According to a recent order of Texas State Food Administrator E. A. Peden, all field seeds sold by seed dealers in the state of Texas must be clean, of bright, sound color, of uniform size and color, free from insects and germs and spores of germs and of a given germinating capacity. Seeds should not contain more than 8 per cent foreign matter with the exception of sorghum and cowpeas when an additional 5 per cent allowance is made for broken grain. In no class of seeds, however, shall there be less than 85 per cent of the seed itself. Field seeds, as designated by this bulletin include: Alfalfa, clover, corn, cotton, saccharine, sorghums, millet, soy beans, velvet beans, Johnson grass, sudan grass. Seeds of following were classed as noxious weeds: Dodder, Russian thistle, morning glory, blue weed, nut grass, Bermuda grass and Johnson grass.

The new ruling says the following shall be the standards of germination: Alfalfa, 85 per cent; clover, 75 per cent; all other sorghums, 75 per cent; broom corn, 75 per cent; oats, 85 per cent; barley, 85 per cent; wheat, 85 per cent; rye, 85 per cent; spelt and emmer, 75 per cent; cowpeas, 80 per cent; soy beans, 85 per cent; velvet beans, 75 per cent; peanuts in shell (each pod to count as one seed) 75 per cent; vetch, 75 per cent; rape, 85 per cent; millet, 80 per cent; Johnson grass, 75 per cent; Bermuda grass, 75 per cent; Sudan grass, 75 per cent, and Rhodes grass, 45 per cent.

SULPHUR PROCESS REDUCES GERMINATING QUALITIES IN SEEDS

In the purchase and selection of oats for seed, farmers are warned by specialists of the United States Department of Agriculture to be careful of grain that has been bleached by the sulphur process. This process is now used extensively by commercial grain dealers to give oats of inferior quality a bright, clean appearance. In experiments conducted by the specialists, a report of which is contained in Bulletin 725, just issued by the department, it was found that in nearly every sample of sulphur bleached oats there was a great reduction in the germinating power. The largest reduction was in a sample which germinated 97.5 per cent before treating and 9.5 per cent after treating, or a total reduction in germination of 88 per cent caused by sulphuring.

Too much attention cannot be paid to the quality of seed, according to the Bulletin, for the same amount of time, labor, and money is required to sow a field of oats, whether the viability of the seed be high or low, and the product will be influenced directly by the percentage of germination of the seed. A casual observer is probably more likely to be misled as to the true quality of oats than of any other grain for seeding purposes, because oats that have been sulphured present an attractive appearance; therefore special care must be taken to ascertain whether this appearance is

due to bleaching by sulphur or whether it is natural. The Bulletin concludes with the following summary:

1. The sulphur bleaching of oats has been practiced during the past score of years, but the practice has increased during the last few years.
2. Investigations show that it is possible to bleach weather-stained, discolored, and damaged oats, giving them the appearance of natural oats of good quality.
3. It is possible to improve slightly the appearance of badly bin-burned and ground-damaged oats, thereby concealing a part of the damage.
4. The viability of oats is materially reduced by sulphur bleaching.
5. The methods used for bleaching are practically uniform throughout the oat-bleaching sections, with an occasional modification to meet the needs of individual operators.
6. The character of the season in which oats are harvested, whether a wet or dry season, has a direct influence upon the subsequent handling of the crop. Oats harvested in a dry season are rarely bleached, because they show little if any damage.

ASSISTING THE SEED IMPORTERS

In an effort to simplify somewhat the importation of seeds, the Seed Stocks Committee of the United States Department of Agriculture has conferred with the Bureau of Imports of the War Trade Board and with the Director of Operation, United States Shipping Board Emergency Fleet Corporation, relative to the steps which should be taken in order to secure promptly such assistance as the Government Departments can render. The following information, seedsmen are advised, should be borne in mind when the importation of seeds is contemplated:

An import license is required for the importation of seeds. The application should cover the whole amount on order with the seller. The term of the license is 90 days and partial shipments may be entered against the license until the whole amount mentioned in the license has been imported. Hence, importers will not be required to secure separate licenses for each of a number of small shipments which form in the aggregate a single order. It may be suggested that in cases where it is improbable that all shipments will be made from the same port, the importer should, in his application, state the ports from which the shipments are expected to come.

Application blanks for import licenses may be obtained from the Bureau of Imports, War Trade Board, Washington, D. C., or may be conveniently obtained from any of the Branch Offices of the War Trade Board which are located in various cities. These application blanks when properly filled out, should be forwarded to the Bureau of Imports, War Trade Board, Washington, D. C., which will act promptly upon the application and return the original license to the applicant when granted. The applicant should retain the original license to make entry of the shipments at the port of entry, and immediately upon receipt of the license should communicate the number to his shipper with sufficient particulars to identify the number with the shipment to which it applies, such as the name and quantity of the commodity and the name of the consignee. This is necessary as the Consul at the place of shipment must note the license number upon the consular invoice and unless this is done, the shipment will be delayed unnecessarily until it is attended to.

The Bureau of Imports, upon being informed by the importer, or otherwise having the matter brought to its attention, that an embargo has been placed against the export of the seeds in question on the part of the country of origin, will forward the application to the Seed Stocks Committee of the U. S. Department of Agriculture for its advice as to the importance of the seeds it is proposed to import to the agricultural interests of the United States, and upon a favorable recommendation of the Seed Stocks Committee, the Bureau of Imports will use every effort through its representatives abroad, in securing an export permit from such country and whenever it is advisable, will ask for the co-operation of any other department of the Government in obtaining such export permit.

REGULATIONS FOR HANDLING SEED WHEAT AND SEED RYE

It was decided by the United States Food Administration Grain Corporation after it had held a conference with the Committee on Seed Stocks of the Department of Agriculture to adhere to the same regulations as were enforced last year for the handling of seed wheat and seed rye by grain dealers, and to permit the sale of these seed grains by bona fide seedsmen without regulation, but with the general understanding that seedsmen refrain from obtaining unfair profits.

For the benefit of those who may not be familiar with the regulations covering the sale of seed wheat and rye by grain dealers, it may be said that grain dealers who desire to store these grains for seed for a period longer than 60 days are required to make application to the Grain Corporation for permission to do so. Upon receipt of this application the Grain Corporation will grant a modified license permitting the storage of these seed grains for a period sufficiently long to include

the latest date of sowing of the kind of grain covered by the application. Seed wheat and rye may be stored under the modified license, provided samples of all lots intended for storage are sent to and approved by one of the laboratories designated by the Committee on Seed Stocks of the United States Department of Agriculture. Samples will be examined at these laboratories and the grain dealer immediately notified if they are considered unfit for seeding purposes.

Grain dealers are permitted to charge for seed wheat which they store under the modified license not in excess of 15 per cent above the price established by the Grain Corporation for wheat of similar grade.

The Grain Corporation has recently issued a special notice to grain dealers, requesting them to notify the Grain Corporation at once if they are desirous of obtaining modified licenses to store seed wheat and rye for fall sowing.

The seed business of Henry Michels, who resides at Malone, Wis., will be conducted hereafter at Fond du Lac, Wis. This change of location was necessary because of lack of storage and shipping facilities in Malone.

The seed branch of the Dominion Department of Agriculture has opened a seed laboratory and seed control station at Winnipeg, Ont., to which seed and grain men of the provinces of Manitoba and Saskatchewan may bring samples of seed to be tested. The laboratory will test grain and other kinds of seed for purity and vitality for grain dealers who have seed for sale. Twenty-five samples will be tested free for any one firm or individual. Tests in excess of this number will be charged for at the rate of 25 cents per test.

Recently there were completed to the plant of the Farmers Seed & Nursery Company at Faribault, Minn., numerous improvements and additions which will facilitate the prompt handling of seeds. An entire story was added giving additional floor space of 740 square feet. New cleaning machinery, automatic scales and electric elevator were also installed as well as special equipment for curing seed corn. New offices are located on the second floor of the building. A downtown store has been opened in which the seed firm will conduct a seed business exclusively.

One of the principal features of the 35th annual Ontario winter fair recently held at Guelph, Ont., was the magnificent seed exhibit. An idea of the quality of the seed wheat grown in the standard crop competition may be gained from knowledge of the fact that Seager Wheeler of Rosthern, Sask., who won the \$1,000 prize on several occasions for the best sample of wheat at the American Dry Farming Congress, when he showed a sample at the C. N. E. some years ago of Marquis wheat was beaten by Robt. McCorvan of Scarborough, Ont., who was this year the C. N. E. successful exhibitor.

[FIELD SEED NOTES CONTINUED ON PAGE 458]

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

BIG OPPORTUNITY

Will consider proposition from party experienced in the flour and feed business to enter into partnership or employment at a liberal salary. Have a large malting plant in Buffalo which could be converted into a mill. Have a frontage of 1,200 feet on New Erie Barge Canal on one side and New York Central Railroad on the other side. Ample capital to finance large business, or will sell property at a bargain with only a small payment down required. GEO. J. MEYER MALTING COMPANY, 1314 Niagara St., Buffalo, N. Y.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS**FOR SALE**

Elevator and malting plant located at Davenport, Iowa. Grain elevator 220,000-bushel storage capacity. Malt house 1,800-bushel daily capacity. Situated on the C. R. I. & P. Ry. tracks, and C. M. & St. P. and C. B. & Q. Roads are available. Transit privileges are granted for Eastern and Southern points, and the location is very favorable for distribution of feeds and grain to these points as well as to the central feeding district. The location is in one of the best farming districts. Plant is in good physical condition and was operated until malt was prohibited. For particulars apply to DAVENPORT MALT & GRAIN COMPANY, Davenport, Iowa.

MACHINERY**FOR SALE**

Nordyke & Marmon Three-Roll, Two-Reduction Feed Mill in good order. \$75. G. W. MOORE & CO., Moores, Delaware Co., Pa.

BAGS**FOR SALE—BURLAP BAGS OF EVERY KIND**

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

HELP WANTED**WANTED**

Elevator superintendent with terminal market experience. State experience, past employers, salary. ELEVATOR SUPERINTENDENT, Box 12, care "American Elevator and Grain Trade," Chicago, Ill.



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The Silver Lining

The coming Christmas will differ in a way from any that America has ever known. Never since the Pilgrims came have we had greater cause for melody and mirth, and never was there cause for greater sorrow in many nations of the earth. Let us hope the sorrowing everywhere may find cheer in the carols which the Angels sang that night on the star-lit hills of Bethlehem, and happiness in the larger outpouring of that Christmas spirit which typifies the ideals of a new era in the Democracy of Goodness and the Brotherhood of man.

Lowell Hoit & Co.

FIELD SEEDS

A seed fair was held at Maple Creek, Sask., on December 10, 11 and 12.

Adolph Krum, an old time seed man, is now associated with Beckert's Seed Store of Pittsburgh, Pa.

A seed department is being added to the business of the Brady Mercantile Company at Tulsa, Okla.

The Wm. Rennie Seed Company of Toronto, Ont., is building at Chatham, Ont., a modern seed warehouse.

A two-story concrete and iron warehouse is to be built at Owensboro, Ky., for Field & Co., seed dealers.

The International Seed Company, Ltd., of Galt, Ont., has been incorporated with a capital stock of \$100,000.

New bin equipment is to be installed by Covington & Ritchie of Petersburg, Va., for its retail seed department.

New fixtures have been installed at the new seed store of the Japan-American Seed Company at Sacramento, Cal.

Lieut. Joseph G. Peppard was mentioned for bravery in action. Lieut. Peppard in civil life is a member of the Peppard Seed Company of Kansas City, Mo. He commanded his battery, Battery A,

313th Field Artillery, in capturing an enemy machine gun.

Additional equipment has been purchased by T. W. Wood & Sons of Richmond, Va., for its retail department.

The capital stock of the Bloomfield Seed Company at Monticello, Fla., has been increased from \$11,000 to \$22,000.

Hart & Vick, seed men of Rochester, N. Y., have placed an order for new seed store equipment for their retail department.

New and modern quarters at 1019-1021 Tenth Street are now occupied by the Valley Seed Company of Sacramento, Cal.

Clarence Schaaf is traveling representative of H. W. DeVore & Co., of Toledo, Ohio. He was formerly with the Churchill Grain & Seed Company.

Thorburn A. Bixler is now associated with J. Bolgiano & Son, Baltimore, Md., in its seed department. Mr. Bixler's great-great-grandfather founded the house of J. M. Thorburn & Co.

No seed show is to be held in 1919 by the North Dakota Improved Seed Growers Association. Shortage of labor was given as the reason for this. H. L.

Grain and Seeds

WANTED

We are in the market for clover seed, screenings, tailings, and badly bucked clover seed. Send samples to THE KING SEED CO., North Vernon, Ind.

Bolley of Fargo, N. D., is secretary of the Association.

The retail department of the Hall Seed Company at Louisville, Ky., has been enlarged. New store equipment has been installed.

The retail department of the Rush Park Seed Company of Waco, Texas, is being enlarged and new seed store equipment is being installed.

Additions are being made to the retail department of the business operated by D. R. Mayo at Knoxville, Tenn. New equipment is being installed.

The McPherson Seed & Produce Company of McPherson, Kan., recently concluded a deal by which it became the owner of the business there formerly conducted by the Smalley Seed & Produce Company.

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CHARLES J. NASH,
Pickert Farmers Elevator Company.

Pickert, N. D., Nov. 22, 1918.

Editor Rosenbaum Review:

Herewith enclosed please find check for \$2.00 for one year's subscription to your very highly and much appreciated paper. When your paper first came to me my first thought was to throw it back and tell the Postmaster that I did not want the paper put in my box as I was already taking more grain papers than I had time to read. But I soon found out by reading the little fellow that he was the biggest of them all, and worth all you ask for it.

Yours very truly,

W. H. BRADFORD.

Marionville, Mo., Nov. 21, 1918.

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Taylor & Bournique Co., oats, milling rye, corn.

PITTSBURGH, PA.

Harper Grain Co., grain commission.
Heck & Co., W. F., grain, hay, mill feeds.*†
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Smith & Co., J. W., grain, hay, feed.*

RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, feed.*†

ST. JOSEPH, MO.

Marshall Hall Grain Co., receivers, shippers.*

ST. LOUIS, MO.

Ballard-Messmore Grain Co., consignments and future delivery.*
Bryant, Tilghman A., grain broker.
Dannen-Fiedeler Grain Co., grain commission.
Eaton McClellan Commission Co., grain, hay, seeds, wool.*
Elmore-Schultz Grain Co., receivers, shippers.*†
Goffe & Carkener Co., grain, hay, seeds.*†
Graham & Martin Grain Co., rec. exclus.*†
Langenberg Bros. Grain Co., grain com.*†
Marshall Hall Grain Co., rec., shippers, & exp.*
Mason Hawpe Co., grain merchants.*
Mullally Hay & Grain Co.*†
Nanson Commission Co., receivers, shippers.*†
Picker & Beardsley Com. Co., grain, hay.*†
Prunty, Chas. E., grain and seeds.
Schisler-Corneli Seed Co., seeds.*
Toberman, Mackey & Co., grain, hay, seeds.*†
Turner Grain Co., grain commission.

SIDNEY, OHIO.

Chambers, V. E., grain and hay buyer and shipper.
Custenborder & Co., E. T., buyers and shippers of grain in car lots.*
Wells Co., J. E., wholesale grain, seed.*

SPRINGFIELD, ILL.

Lloyd & Co., John H., grain merchants.

TOLEDO, OHIO.

Chatterton & Son, hay, oats, wheat.*†
De Vore & Co., H. W., grain, seeds.*
King & Co., C. A., grain and seeds.*†
Raddatz & Co., H. D., grain, seeds.*
Southworth & Co., grain and seeds.*†
Wickenhiser & Co., John, grain dealers.*
Young Grain Co., grain, seeds.*
Zahm & Co., J. F., grain and seeds.*†

TOPEKA, KAN.

Derby Grain Co., wheat, oats, corn.*
Forbes Milling Co., wheat, oats, corn.*
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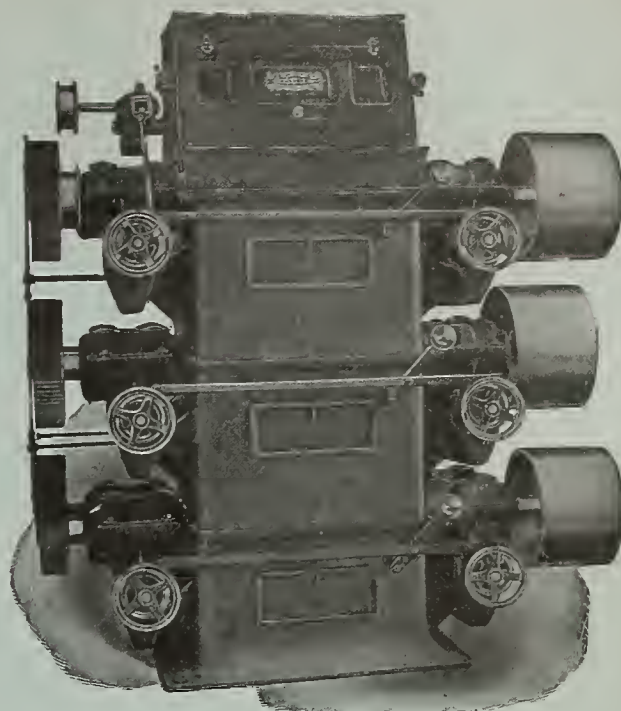
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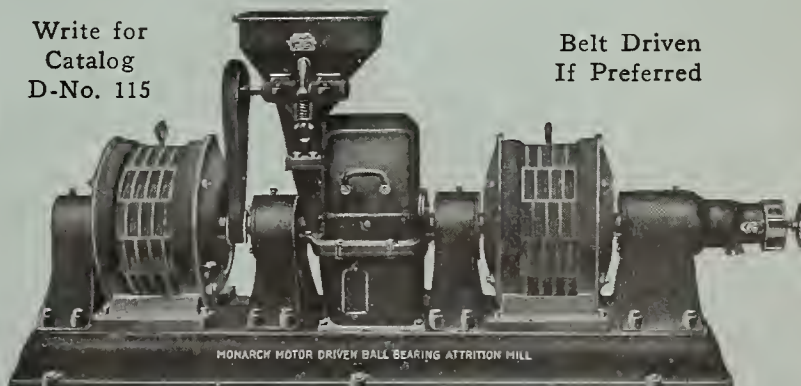
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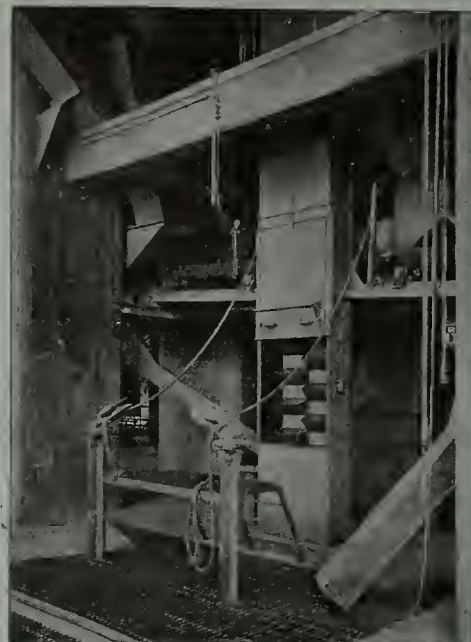
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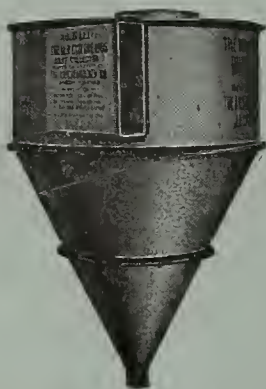
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